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American Railroad Journal.

New York, Saturday, February 26, 1876.

Wealth and Resources of Texas.

The great State of Texas is advancing rapidly in population and wealth. It comprises an area five times as great as that of the State of New York; and its variety of climate, soil and productions renders it attractive to emigrants from all sections. The Central Coast country is specially adapted to the growth of the sugar cane; and the alluvial lands of the Trinity, Brazos and Colorado Rivers and the fertile prairie lands adjacent thereto, to the culture of cotton; while the Eastern section of the State is clothed with the finest timber; the Northern belt, skirting the Red River, devoted to the raising of grain, such as wheat, barley, oats, etc.; and the extreme Western portion furnishing a boundless range for cattle, horses, sheep, etc. Texas is by far the largest stock-raising State in the Union. It ranks, also, first among the cotton producing States. The time is near at hand when it must become one of the largest grain-growing sections of the country. It is only within the past few years that wheat-growing has become one of that State's prominent industries. Last year the State exported 4,000,000 bushels of wheat.

Sixteen years ago the population of the State was barely 600,000; and there were only 75 miles of railroad in its confines. Now, the population must exceed one million and a half, and there are over 2,000 miles of railroads in operation. The prospects are, that both the population and the miles of railroad will be doubled during the next ten years.

The political condition of the State is satisfactory. Fortunately, Texas, unlike a majority of the Southern States, has a comparatively small black population, and "reconstruction" was not attended with those conflicts of race which have proved so disastrous in the Gulf States.

The financial *status* of the State is excellent. The entire State debt is less than $5,000,000; and the 7 per cent gold bonds of the State are above par in this market. The assessable values of the State approximate $300,000,000.

The people of Texas are extremely anxious to witness the speedy construction of the Texas and Pacific Railway. The State has contributed 14,000,000 acres of land to that company. It is thought that the building of that road through to the Pacific Ocean will add an additional million of emigrants to the section of the State through which it runs.

Texas owns all of the public lands in her limits, amounting to fully 60,000,000 acres. The new Constitution of the State, but recently adopted, is very liberal in inducements offered the immigrant; and also in its provisions respecting public schools. It is evident that Texas is on the march to the achievement of a great destiny.

It affords us pleasure to say that the above information is due to the courtesy of Hon. J. C. CHEW, United States Centennial Commissioner from Texas, who has an office at 29 Broadway, this city; and who stands ready to answer all questions from parties desiring to invest in either the lands or the securities of that State.

☞ The Raleigh and Augusta Air-Line Railroad has been completed fifty-seven miles from Raleigh. Forty miles are still to be built, of which ten are already graded.

Marietta and Cincinnati Railroad.

At the annual meeting of the stockholders of the Marietta and Cincinnati Railroad Company, as re-organized, held in Cincinnati on the 16th inst., the following gentlemen were unanimously elected Directors for the ensuing year: John King, Jr., Thomas Whitridge, Robert Garrett, J. Donnell Smith, Wm. F. Burns, of Baltimore; W. W. Scarborough, James D. Lehmer, R. M. Bishop, George Hoadly, of Cincinnati; W. T. McClintock, William Waddle, of Chillicothe; I. N. Camden, of Parkersburg; and W. B. Loomis, of Marietta. John King, Jr., was re-elected President, W. P. McClintock, Treasurer; Chas. F. Low, Secretary and Auditor; W. E. Jones, Cashier and Register.

From the report of the directors, which was presented, we learn that the earnings for the year ending December 31, 1875, were $1,662,015 29, the expenses $1,290,590 50, and the net earnings $371,424 79. The net earnings show a decrease of 29 per cent as compared with 1874, and of 14 per cent as compared with 1873. There was a decrease in the number of through passengers of 8,257, and in revenue of $22,335 04. An increase in number of local passengers of 80,968, and a decrease in revenue of $14,731 12. The number of passengers, through and local, carried during the year was 684,469, an increase in number of 76,966, and a decrease in revenue of $40,247 02 as compared with 1874. The revenue from freight was $1,029,941 93. There was a decrease of 108,038 tons of through freight transported, and a decrease in revenue thereon of $235,983 78. The report adds:

It would be a source of great anxiety if the very large decrease in receipts for the year, as compared with previous years, were exceptional, but all the roads throughout the country show similar results, caused, to a great extent, by the general depression in trade, affecting all branches of railroad traffic. These troubles were very serious, but, in addition, a reckless and unprovoked attack was made on the Baltimore and Ohio Company by the northern trunk lines, in which the Marietta and Cincinnati Company was necessarily involved. Early in the year rates were established from the Atlantic cities by these rival lines at cost of transportation, and in many cases at less, and though much of this unprofitable trade was refused, the effect upon the general through business was disastrous.

The average result from the freight between Cincinnati and Parkersburg was: In 1872 $2 06 per ton, or 1 1-100 cents per mile; In 1873 $1 96 per ton, or 96-100 cents per mile; 1874 $1 56 per ton, or 76½-100 cents per mile; in 1875 $1 33 per ton, or 65-100 cents per mile. Had the rate of 1874 governed in 1875, the revenue from freights would have been $66,553 more than was realized; at the rate of 1873 $181,712, and at the rate of 1872 $211,448.

Toward the close of the year a more conservative policy was established, and the rates on through business fixed at a standard which, while fair to the shipper and very much less than former tariffs, yields a small profit to the transporter. A marked improvement in public sentiment has also taken place recently on this subject, and shippers, as a class, desire only reasonable, regular rates.

The stockholders of the Cincinnati and Baltimore Railway Company also held their annual meeting, and elected the following board of directors: W. T. McClintock, John King, Jr., W. W. Scarborough, Robert Garrett, John Donnell Smith, Kenner Gerard and John Waddle. The directors met and elected Wm. T. McClintock, President; Chas. F. Low, Secretary; and W. E. Jones, Treasurer and Register.

Providence and Worcester Railroad.

The income of this company for the years ending September 30, 1874 and 1875, was as follows:

	1874.	1875.
From passengers	$400,341 53	$377,934 41
" freight	506,771 37	494,432 65
" mails	6,114 38	5,308 15
" rents	11,880 38	8,819 28
" express	12,963 76	12,985 11
	$938,071 42	$894,479 60
Expenses, viz:		
Maintenance of way	$180,364 69	$137,823 56
Repairs of locomotives	39,884 10	37,854 25
Repairs of cars	70,662 65	63,459 50
Fuel	80,869 86	77,217 09
Oil	9,038 26	8,743 35
Passenger department	78,441 23	70,774 85
Freight department	154,575 13	154,637 84
Taxes	38,493 02	41,262 55
Rent to Milford and Woonsocket R. R. Co.	3,480 00	3,480 00
Rent to Hopkinton R. R. Company	7,500 00	7,500 00
All other expenses	70,066 84	61,447 97
	$733,375 78	$664,200 96
Net earnings	$204,695 64	$230,278 64

The receipts and payments, other than those for operating the road during the year ending September 30, 1875, are as follows:

Received for the company's notes		$294,345 31
Net income, as above		230,278 64
Land sold		1,450 00
Total		$526,078 95
Paid and charged to construction		$215,193 03
Interest		30,000 00
Dividends January 1 and July 1, 1875, five per cent each		200,000 00
Back dividends		360 00
Materials on hand September 30, 1875	$177,361 03	
Cash on hand	153,356 37	
Interest due on deposits	1,131 21	
Note on hand	1,000 00	
Balances due to the company from other roads	31,728 20	
	$364,576 81	
Less cash and property on hand Sept. 30, 1874	284,055 89	
		80,520 92
Total, as above		$526,078 95

The length of main line of road in Massachusetts is 25.51 miles; do., in Rhode Island, 17.90 miles—total, 43.41 miles. Length of double track on main line, 30.65 miles. Length of branches owned by the company, 8 miles, single track. Total length of road belonging to this company, 51.41 miles. Aggregate length of sidings and other tracks not above enumerated, 20 miles. Aggregate length of single track, 102.06 miles. Length of Milford and Woonsocket Railroad, leased and operated by this company, 3.88 miles. Length of Hopkinton Railroad, do., 11.55 miles. Total miles of road operated by this company, 66.84 miles. The report says:

In presenting this report of the business and earnings of the road for the fiscal year ending September 30, 1875, we congratulate the stockholders upon the excellent results shown.

In view of the continued depression in business, affecting as it has all branches of industry, the directors feel that there is much to encourage stockholders, in the fact, that the affairs of the road are in a healthy condition, evidencing a wonderful vitality, encouraging for the future.

The accounts show a falling off in the gross receipts, but a gain in the net earnings, resulting from a decrease in the operating expenses. The road, with all its appliances, has been kept in excellent condition, and carefully guarded against deterioration.

During the year, two highway bridges between Providence and Pawtucket have been rebuilt in a thorough and substantial manner. The East Providence Branch has been put in complete working order, and we already realize its advantages over the old route to tide water. The locating of the Rhode Island Horse Shoe Co.'s Works near our track at Valley Falls, has called for a large addition of tracks in that vicinity, and we already reap the results in a large and continually increasing tonnage at that point.

The heavy coal transportation of the year has been crowded into the fall and winter months, making us unusually busy at this season of the year, and showing the wisdom of having a generous equipment for the handling of that class of freight.

This road has long felt the injustice of the custom of requiring short lines to pro-rate with long ones in the transportation of through freights, and some years ago we endeavored to obtain a larger mileage in the division of through rates; failing in which, we have since charged an arbitrary rate from Worcester to Providence, and shall continue so to do until the longer roads decide to deal justly with the short lines.

The board of directors, in view of the general depression in all kinds of business, decide to pay a semi-annual dividend of four per cent, instead of five, as heretofore, making nine per cent for the year. The propriety and wisdom of such action, no one we think will question, as it evinces a desire upon the part of the board, to keep the road up to a high standard, and at the same time make a generous return to the stockholders, with a view to permanency.

The construction of the East Providence Branch, seven miles in length, graded and bridged for a double track, through a suburban territory, necessarily causing the right of way to be obtained at high cost; the heavy expenditure attending the construction (in connection with other roads) of the viaduct at Worcester; the rebuilding of a number of expensive bridges on the main line, which from their originally imperfect construction and insecure condition, could not longer be safely put off, have added considerably to the debt of the company within the past three years. A portion of this debt is bonded—the balance, mostly placed at a moderate rate of interest, for a term of years, so that it can easily be carried, and it is confidently expected, that with a return of prosperous times and business, it can be gradually reduced and paid off from the surplus earnings.

It is believed that the whole expenditure has been a judicious one, as well as one, that from the character and extent of the business, could not be avoided.

The company have 29 locomotives, 41 passenger, mail and baggage cars, and 1,257 other cars, and 2 snow-plows.

Miles run by passenger trains, 235,320; by freight trains, 286,090; by other trains, 25,310—total, 546,720. Number of passengers carried, 1,692,143; do., carried one mile, 14,976,537. Tons of merchandise carried, 484,837; do., carried one mile, 14,283,114.

BALANCE SHEET, September 30, 1875.

Construction		$2,676,674 50
Viaduct at Worcester		69,314 96
		$2,745,989 46
Cars		570,074 00
Locomotives		263,339 35
Total construction and equipment		$3,579,402 81
Materials for operating and maintaining the road	$177,361 03	
Cash on hand	153,356 37	
Note on hand	1,000 00	
Interest on deposits, due from bank	1,131 21	
Balances due to the company from other roads, etc	31,728 20	
		364,576 81
		$3,943,979 62
Capital stock		$2,000,000 00
Bonds payable		500,000 00
Notes payable		1,370,000 00
Total		$3,870,000 00
Dividends, unpaid		3,775 00
Surplus (balance income account)		70,204 62
		$3,943,979 62

President.—WILLIAM S. SLATER.

Directors.—William S. Slater, Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, James Y. Smith, George A. Leete, Eben B. Phillips, John R. Balch, Moses B. I. Goddard.

Treasurer & Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Philadelphia and Erie Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 14th inst., the report of the directors was presented, showing that during the year the gross receipts from freight, passengers, express and mails amounted to $3,365,897 24. The total expenses for conducting transportation, motive power, maintenance of cars and road, were $2,228,485 68, making the net earnings, $1,137,413 56.

During the year there was a decrease in the various sources of revenue amounting to $141,022 04, while the expenses in 1875 were $209,649 33 less than during the previous year. There was a decrease in the number of passengers of 67,761, or 10 per cent less than in 1874.

In the freight carried there was an increase of 153,264 tons over 1874. The cost of working the road was 62.2 per cent of the receipts, 3.3 per cent less than in the previous year.

During the year an insurance of $600,000 was effected at 1½ per cent. The funded debt has been increased during the year by the issue of 1,428 bonds at $1,000 each, consolidated mortgage loan.

The treasurer's report exhibited the following:

DEBTOR.

Cost of road to date	$24,195,833 64
Equipment, etc., for five years and interest	1,337,938 57
Equipment, etc., for 1875	182,797 29
Interest on funded debt	1,150,679 01
Discount on bonds Philadelphia and Erie and Allegheny Valley Railroad Company	367,295 00
Ten per cent on traffic over the Allegheny Valley Railroad Company	30,453 03
Second track, sidings, etc	28,604 03
Maintaining organization	8,000 00
	$27,296,600 57
Deduct net earnings 1875	1,137,413 56
	$26,159,187 01
Oil Creek and Allegheny River Railroad Company bonds	$116,280 00
Lewisburg, Centre and Spruce Creek Railroad Company bonds and stocks	87,007 00
Other bonds and claims	36,971 01
Cash items	8,391 87
	$26,408,629 89

CREDITOR.

Common stock	$6,048,700 00
Preferred stock	2,400,000 00
7 per cent bonds, due 1877	1,000,000 00
6 per cent bonds, due 1881	5,000,000 00
7 per cent bonds, due 1888	3,000,000 00
6 per cent gold bonds, 1920	8,680,000 00
Pennsylvania Railroad Company	234,214 11
Interest account	28,385 78
Allegheny Valley Railroad Co	17,300 00
	$26,408,629 89

The reports were adopted and ordered to be printed.

The resolution of the last annual meeting, requesting the Pennsylvania Railroad Company to increase the sum of $8,000 for maintenance of railroad to $11,000, so as to pay the salary of an engineer and increase the salary of the president, was renewed and agreed to.

The annual election was held, but one change being made in the board of managers, Mr. Alexander Biddle, in place of George B. Roberts. General Robert Thompson was re-elected president, and Robert P. Little, secretary.

Railroads of Massachusetts.

The Railroad Commissioners of the State of Massachusetts, in their report for 1875, state that, since 1835, about 50 miles of railroad have been annually constructed, but during the past year there were only 33.75 miles built. Reports were received from 63 corporations, having control of 2,459.202 miles of main lines and branches, with 693.266 miles of siding, and 622.034 miles of double track —the equivalent in all, 3,788.502 miles of single track. The corporations own $171,616,338 82 of securities, of which $118,261,285 90 are in the shape of stock, and $53,355,052 92 in different forms of indebtedness. The amount of stock has been increased $1,194,487 83 during the year, and the indebtedness $4,797,714 27. The total earnings amounted to $32,589,485 68, a falling off of $2,042,997 86, or 5.9 per cent from those of the year preceding. The chief decrease was in freights, which fell off $1,546,154 46, or 10 per cent. For the first time, it is believed, in the history of the State there was also a falling off in the receipts from passengers, which decreased $375,183 24, or 2.4 per cent from the year before. The falling off was almost exclusively in through travel; the number of those coming and going to and from the State decreasing 479,580, while those travelling within the State only, decreased 137,361. Of the entire year's earnings, 44 per cent was received from freight, and 51 per cent from passengers. The total net income reported was $9,640,657 16, or 5.7 per cent on the permanent investment—that is, on the value of the property as it stands on the books of the corporation. The total number of passengers carried was 42,035.846, a decrease from the preceding year of 444,648. There were 10,927,812 tons of freight moved. The total tonnage into Boston was 2,043,413 tons, a decrease of 74,772; and 1,781,082 tons, an increase of 94,521, were carried out of the city. The railroads moved 1,097,000 fewer tons of freight, and received $1,545,124 less. The total number of accidents reported for the year was 1,179, as against 987 for the previous year, an increase of 12 per cent.

The Manufacture of Bessemer Steel.

A correspondent of the Philadelphia *Ledger*, writing from Harrisburg under date of February 18, 1875, says:

Samuel M. Felton, Esq., President of the Pennsylvania Steel Company, and several gentlemen interested in the iron and steel business, visited to-day the works of the company at Baldwin, near Harrisburg. These works, which were commenced in 1866, are among the most extensive of any in the country for the manufacture of Bessemer steel. The company own over one hundred acres of land, upon which there are, among other substantial buildings, an iron foundry, machine shop, steel foundry, blast furnace, forge for blooming the ingots, rolling mill, dwellings for workmen, church, etc., costing over one million and a half of dollars.

These works are so admirably arranged that over two hundred tons of pig iron may be unloaded in the morning, and by the next day will be manufactured into rails. In the manufacture of steel at this establishment great skill and practice is necessary, so that the various ores used may go in in the proper proportions, and before this is done the ores and pig iron undergo a chemical analysis, so as to ascertain if there are impurities likely to affect the quality of the steel to be made. When the proportions are fixed upon the iron to be melted is placed in the tops of the large cupolas. The fused metal flows from the cupolas into a large ladle, where it is weighed, and when ten thousand pounds are fused, the whole mass is poured into a large iron pot about fifteen feet deep, into the bottom of which, through about eighty small tubes in the fire-clay lining, is forced cold air, by means of a powerful steam engine. The oxygen of the air burns out the silicon and carbon in the iron, and leaves it in the condition of pure iron, with a small amount of oxide of iron absorbed in its mass. At this state Spiegeleisen (iron with a small amount of carbon and manganese in combination) is poured into the converter, and the oxygen is absorbed by the manganese, producing a fluid slag, while the carbon goes into combination with the iron, producing Bessemer steel, which consists simply of pure iron, with about one-third of one per cent of carbon. The steel thus produced is then poured into moulds twelve inches square, and each large enough to hold steel for two rails. The ingots, when removed from the moulds, are carried to huge hammers, one of which—the largest in the United States—weighs fourteen tons, and strikes from a height of seven feet. The other hammer weighs nine tons. With blows from such hammers, it can readily be imagined that the heated metal is soon in as compact a form as it is possible to get it. The blooms thus formed are removed to another part of the building, after being heated in furnaces fired with gas made on the premises, are rolled into rails each thirty feet long. The time consumed in rolling a rail is about a minute.

Spiegeleisen so necessary in the manufacture of this steel, is made from ores obtained from Spain. They are rich in iron and manganese, and particularly free from phosphorus. The Bethlehem, as well as the Cambria Iron Companies, are now making Spiegeleisen, but a large quantity is still imported.

Though the Bessemer steel industry in this country is comparatively a new one, it has become one of great importance. In 1867 the production of Bessemer steel, for all purposes in this country, was but 3,000 tons, while in 1874 it reached 204,352 tons. The production of Bessemer steel rails in 1872 reached 94,070 tons, with an importation of 149,786 tons.

In 1874 the manufacture of these rails amounted to 144,944 tons, and the importation to 100,486 tons. During the past year but few steel rails were imported, and these were purchased the previous year, and it is thought that at least 250,000 net tons were produced in the few works yet established in various parts of the United States. Of the total amount the Pennsylvania Steel Works made for the year ending October 6, 1875, 29,811 tons of steel rails, being an increase of 48 per cent over the previous year, and in the sales there was an increase of 72 per cent. In addition to the rails $111,705 38 worth of frogs, crossings and switches were made, besides steel blooms, scraps, etc.

During the past year this company has erected a new blast furnace, two open hearth furnaces, shop extensions, and a new additional rail mill boiler house, new tenement houses, etc. These improvements give a capacity of 200 tons of steel rails or about 60,000 tons annually, sufficient to lay 600 miles of track. By the introduction of new improvements, steel rails are now made at these works for about the same price paid for pig iron four years ago. In 1864 imported steel rails cost $150 per ton, gold, and they are now made of equal quality at about $61 per ton. The life of steel rails has not yet been determined, as they have not been in use long enough to show any appreciable wear.

Central (N. B.) Railway.

At a meeting of the stockholders of this road, held at Frederickton, New Brunswick, on the 10th inst., the following gentlemen were elected Directors: Alexander Gibson, E. R. Burpee, J. S. Covert, G. G. King, C. W. Wetmore, J. A. Fenwick, and G. H. White. Alexander Gibson was elected President, C. A. Hallet Engineer, and J. L. Inches Secretary-Treasurer. The *Frederickton Reporter*, from which the above is obtained, says:

This Company has been formed for some time to build a railway from the terminus of the Riviere du Loupe at Gibson, to the Intercolonial somewhere in King's County, by way of the Grand Lake to the Intercolonial at Weldford in the County of Kent, thus connecting the coal fields of Queen's County with Frederickton, and the Intercolonial Railway, both on its Southern and Northern Division.

The importance of this Road cannot be overrated, and will work a revolution in this Province. The coal deposits near the head of the Grand Lake have not received the attention they deserve, and now that so much is required for railway purposes it becomes all-important to procure a supply at the lowest cost possible. This can be done from our own mines much cheaper than from any others.

There are many other points in connection with this project that we would wish to refer to, but space will not permit us at present. But we cannot refrain calling the attention of our people to the absolute necessity of a bridge over the St. John, at this city. The building of the Central Railway renders this imperative, unless we want to move Frederickton over to Gibson.

☞ The track layers on the Scioto Valley Railroad reached Ashville, 21.7 miles from Columbus, on the 19th inst. The next station is Circleville, a further distance of 7 miles. It is now believed that the road will be completed to Circleville by the 1st of March.

Bessemer Steel in Russia.

We find in the St. Petersburg *Gazette* an account of the inauguration of the first Bessemer steel works in Russia, which, according to the *Annales Industrielles*, is an event of great importance to that country, inasmuch as although exceedingly rich in excellent iron ores, she could until that event only turn out 12,000 tons of finished iron yearly for want of wood; but now with a consumption of fuel reduced to about one half, she will be able to produce double the quantity, and thus be less dependent on other countries.

The first Bessemer plant in the Oural was laid down at the Nijni-Salda works on the Taguil property, and, according to ancient custom, was solemnly baptised. It is true that, since the year 1859, a few attempts at producing Bessemer steel had been made, with the result of proving that a higher class metal could be made from the Oural pig; but at that period there was no market for the article in Russia. When, however, the rapid development of railways in that country, and the general use of Bessemer metal showed that the demand warranted such an outlay, the management at Taguil decided on laying down a complete set of plant, availing themselves of the services of M. Valton, manager of the Terre-Noire works.

Part of the machinery was ordered in France, and the other part was made at Nijni-Taguil, the whole of the work being completed in two years. The works at Nijni-Salda are provided with converters on the English system, each capable of dealing with five tons of metal running direct from blast furnaces specially constructed for the purpose; so that 700,000 pounds—11,000 tons—may be produced yearly. The blowing engine has four horizontal cylinders driven by four turbines, with vertical spindle, which together are equal to a power of 80 horses. All the converters, ladles, cranes, etc., are worked by hydraulic power.

Census of Michigan.

The population of Michigan was taken in April and May, 1874, and the number of inhabitants found to be 1,334,031. This is the third enumeration under the State Constitution which declares that "the Legislature shall provide by law for an enumeration of the inhabitants in the year 1854, and every ten years thereafter."

The Manitou and Fox Islands, which in 1870 contained 211 inhabitants, and the sparsely settled towns in the north of Ogemand county which in that year had 58 inhabitants, made no returns. It is supposed that in neither instance any increase has been established. Adding, therefore, without alteration, the numbers as cited in the real aggregate will be 1,334,300.

The following are some of the results of the enquiries of the several census years:

	1854.	1864.	1874.
Total population	507,521	803 661	1,334,031
Total males	267,472	412,208	697,184
Total females	240,049	391,453	636,847
Proportion of males	52.70	51.29	52 26
Proportion of females	47.29	48.70	47.73
Males aged 21 years and over	124,190	198,830	362,026
Proportion of males 21 and over	24.46	24.74	27.13
Married	173,246	291,825	518,493
Proportion of married	34.13	36.24	38.86
Blind	176	272	548
Deaf and dumb	206	263	615
Insane and idiotic	428	645	1,700
Colored persons (including above)	3,336	8,244	11 032

The occupations of males, aged 21 years and over, and the numbers employed in each class are enumerated in the annexed form:

Agriculture	166,614	=46 51 p. c.
Professional and personal service	83,886	=23.41 "
Trade and transportation	28,973	= 8.09 "
Manufactures	70,581	=19.70 "
Mining	5,782	= 1.61 "
Miscellaneous	2,444	= 0.68 "
Total	358,280	=100 p. c.

The population of each county in 1874 was as follows:

Alcona	1,214	La Peer	25,140
Allegan	32,381	Leelanaw	5,031
Alpena	4,807	Lenawee	46,084
Antrim	3,240	Livingston	20,329
Barry	22,051	Mackinac	1,496
Bay	24,832	Macomb	28,305
Benzie	2,663	Manistee	8,471
Berrien	35,029	Manitou	657
Branch	25,726	Marquette	21,906
Calhoun	35,655	Mason	5,361
Carr	20,525	Mecosta	9,132
Charlevoix	2,360	Menominee	3,490
Cheboygan	3,070	Midland	5,306
Chippewa	2,170	Missaukee	606
Clare	1,854	Monroe	30,111
Clinton	23 631	Montcalm	20,815
Delta	4,741	Muskegon	19,375
Eaton	26,907	Newago	8,758
Emmet	1,272	Oakland	38,082
Genesee	34.568	Oceana	8 360
Grand Traverse	5,349	Ontonagon	2,406
Gratrol	13,886	Osceola	6,216
Hillsdale	31,566	Ottawa	29,929
Houghton	19,030	Presque Isle	1,615
Huron	11,964	Saginaw	48,409
Ingham	29,193	Sanilæ	16,202
Ionia	28,376	Schoolcraft	1,290
Iosco	4,782	Shiawassee	21,773
Isabella	6,059	St. Clair	40,688
Jackson	37,988	St. Joseph	25,906
Kalamazoo	32,284	Tuscola	16,998
Kalkaska	1,259	Van Buren	29,156
Kent	62,671	Washtenaw	38,723
Keweenaw	5 415	Wayne	144,903
Lake	1,813	Wexford	3,001

There are thirty-eight cities in Michigan with a total of 324,771 inhabitants. The larger number of these have less than 5,000 inhabitants. In 1864 the State had 19 cities with 130,158 inhabitants. In 1854 there were only five cities with 55,605 inhabitants. In the following list are given all cities which have over 5,000 inhabitants:

	1854.	1864.	1874.
Detroit	39,426	53,170	101,255
Grand Rapids	4,244	9,770	25,923
East Saginaw	....	5,725	17,084
Jackson	....	5,544	13,859
Bay City	....	....	13.690
Saginaw City	....	3,203	10,064
Adrian	4,799	7,044	8,863
Muskegon	....	....	8,505
Port Huron	....	4,025	8,240
Flint	....	3,297	8,197
Lansing (Capital)	....	3,573	7,445
Ann Arbor	3,301	5,731	6,692
Monroe	3,835	4,214	5 782
Battle Creek	....	3,856	5,323
Marquette	....	....	5 242
Ypsilanti	....	4,189	5,211

The remaining cities and their population in 1874 were as follows: Manistee, 4,894; Ishpeming, 4,692; Marshall, 4,623; Niles, 4,592; Grand Haven, 4,363; Coldwater, 4,330; Alpena, 3,964; Negaunee, 3,741; Hillsdale, 3,684; Pontiac, 3,651; Wyandotte, 3,388; Ionia, 3,251; Greenville, 3,140; Big Rapids, 3,103; Lapeer, 2,882; Charlotte, 2,531; Holland, 2,469; Owosso, 2,448; Leedington, 2,177; Hastings, 2,075; St. Clair, 2,003; Carunna, 1,845. Many of these embrio cities are destined to hold a favorable position among the cities of the world, and in a short century hence will be household names in the mouths of our successors. In the first year of the present century the whole State had only 551 inhabitants!

The urban and rural population compares as follows in 1854, 1864 and 1874:

	1854.	1864.	1874.
Urban population	55,605	130,158	324,771
Rural population	451,916	673,503	1,009,260
Total population	507,521	803,661	1,334,031
Percentage of urban	10.95	16.19	24.53

This table exhibits the gradations of a State from agriculture, as its chief employment, to the birth and growth of manufactures and commerce. In 1839 the first railroad was opened in Michigan; there are now 3,400 miles in the State. This is the great secret of the movement illustrated by our figures.

Poughkeepsie Bridge Company.

From the contract entered into by the Special Committee of the Poughkeepsie Bridge Company with the American Bridge Company, of Chicago, the following description of the bridge is obtained:

The main river bridge will be composed of five spans, of 525 feet each, from centre to centre of piers, each span having a clear width of 500 feet at water line. The river spans and approaches are to be built for two trucks, with sidewalks and iron hand-rails throughout, and when completed the structure will be what is termed an undergrade or deck bridge. The five river spans are to have each two trusses, 25 feet from centre to centre, on the rectangular plan with double intersections, constructed of iron and steel combined. The base of the rails, which will be of steel, will be 198 feet above high tide, and the top of the piers 135 feet, giving a depth of trusses of 58 feet. Approaching from the west there will be a short span of 160 feet, composed of two trusses 30 feet high and 25 feet apart from centre to centre. Leaving the river spans on the east the tracks will be supported by iron trestling, consisting of three post-bents properly braced, and four lines of iron lattice stringers in spans from 20 to 60 feet extending to Water street, Poughkeepsie. Water street and the grounds of the Hudson River Railroad Company, and also Dutchess avenue, are to be crossed by two spans having three trusses of 26 feet in height, and the remaining distance to the easterly side of Talmadge street will be upon iron trestling, except at Delafield and Talmadge street crossings, where the spans will be 90 feet each. The total length of the bridge and its approaches will be 4,500 feet.

The river piers are to be built on wooden caissons, 40x80 or thereabouts at the base, with working chambers from 9 to 10 feet in height, the same to be sunk in the bed of the river by the pneumatic process, similar to the mode followed on most of the Missouri bridges, the St. Louis, and on the East River bridges. It will be so arranged on scientific principles that all of the water, mud, etc., will be forced out of the working chambers, and in their stead the chambers and caissons will be closely packed with concrete. The pressure on the timber platform will not exceed five tons per square foot. The piers are to be first-class ranged masonry, and will finish at the top 11x37 feet.

Maps have been drawn of a route which must command the attention of the commercial and business men of New York city. The construction of the bridge, and the building of the following new pieces of road to be used in connection with lines now in operation, will open up between New York and Chicago a new route of only 921 miles in length, which will be 59 miles shorter than via New York Central and Lake Shore. This saving of distance, and the opening of a new mail route from the West to Manhattan Island, is a matter of the greatest import to nearly all of the interests of

New York city. The new line, as mapped out, is as follows: From New York to Poughkeepsie on the Hudson River Railroad, 72 miles; west end of Poughkeepsie bridge to Summitville on the New York and Oswego Midland Railroad, 28 miles; Summitville to Hancock over the New York and Oswego Midland, 69 miles; Hancock to Elmira over the Erie Railway, 110 miles; Elmira to Warren, Penn. (new road), 141 miles; Warren, Penn., to Warren, Ohio, via the Atlantic and Great Western Railway, 101 miles; Warren, Ohio, to Mansfield, Ohio, via the Atlantic and Great Western Railroad, 107 miles; Mansfield to Centreville, Ohio, via the Baltimore and Ohio Railroad, 22 miles; Centreville to Chicago, via the Baltimore and Ohio Railroad, 271 miles; total, 921 miles.

Self-Acting Car-Coupler.

The Philadelphia and Reading Railroad Company have purchased the right to manufacture and use on their road the Lahaye automatic car-coupling, after giving it a thorough trial of 15 months on 25 freight cars. The company previously adopted the Miller Platform and the Westinghouse Air Brake, with a view of preventing accidents and saving time, and the same object was had in adopting the automatic car-coupling. In coupling cars by hand many accidents happen on each road every year. Many have been the inventions in the car-coupling line, and the Philadelphia and Reading Railroad Company have tried the best of them, but rejected all except Mr. Lahaye's, which alone stood the severest tests and gave entire satisfaction. Mr. Wootten, General Superintendent, and Mr. Paxon, Engineer of Machinery, have closely watched the workings of the various couplings, and the adoption of an automatic arrangement to connect cars and prevent numerous accidents to employees is only another evidence of the enterprise of the Philadelphia and Reading Railroad Company. It is the only railroad that has adopted a self-acting car-coupler.—*Pottsville Miners' Journal.*

The Central Underground Company.

The property and franchises of the Central Underground Company were sold at the Exchange Sales Room, 111 Broadway, on the 8th inst., under a decree of foreclosure. By the terms of the decree the sale embraced the right of way for a railway from the Battery to the Central Park, except that part of Broadway between the City Hall and Union Square; for a railway under the Fourth avenue south of Forty-second street, down to Eighth street. The above are in addition to the right of way in streets, avenues and public places from the City Hall, via Mulberry and other streets, to Union Square, Madison Square, and Madison avenue, to and along the Harlem River for the main line. It was adjudged that the branch to the Central Park and connections with other railroads authorized by the charter, and embracing portions of the above routes, had been legally located, and that the company and its successors had become seized and possessed of the right to enter upon contract and maintain the railway or railways therein for the period granted by the charter—one hundred years. All the conditions to give effect to the grant had been complied with. It is thus adjudicated that this grant, being prior to the grants made to the Vanderbilt and Beach underground companies, has priority over the latter companies where their lines are located in the same streets and avenues as those thus adjudged to be duly located by the Central Underground Company. Origen Vandenburgh, the plaintiff in the foreclosure, became the purchaser. It is understood the sale relieves the property and franchises from embarrassments which have restrained their use for years, and it is claimed by the purchaser that the construction of this railway will be commenced during the Centennial year and be pushed to an early completion.

Oakland, Berkeley and Contra Costa, and Northern Railroads.

The San Francisco *Call* says that the question of granting the right of way through the streets of Oakland to two railroad companies, was recently before the City Council, and then adds:

The new railroad incorporations referred to are what are known as the Oakland, Berkeley and Contra Costa, and the Northern Railroad Companies. The former road is proposed to extend from the San Antonio Creek front of the city of Oakland to Walnut Creek, in Contra Costa county, and to ultimately connect with the Texas Pacific and Union Pacific, while the latter—the Northern Railway Company—has been incorporated for the purpose of constructing a track from the same water front of Oakland, via the Straits of Carquinez, Suisin and Woodland, to Tehama, a portion of which road is to be used in connection with the Bantas and Bay Shore Railway, connecting with the Central Pacific and Southern roads at Bantas Station. On behalf of the Northern Railway Company its President, Leland Stanford, petitioned the Council to permit his corporation to construct their road on Cedar street, from Lincoln street to the workshops of the Central Pacific Railroad Company, with a double track from Lincoln to Short street, and a single track from Short to Atlantic street. The prayer of General Thomas H. Williams, President of the Oakland, Berkeley and Contra Costa Company was for the right to construct a railroad from the northern limits of the city along San Pablo avenue to Market street, and thence down Market street to the water front. When our report closed, the Council had recommended the granting of the petition from the Northern road, as two-thirds of the property owners had consented. This consent had not been secured by the other applicants, and the matter was under discussion.

Liability of Stockholders in National Banks.

A decision of much importance to Stockholders in National Banks has been rendered by Judge Blatchford in the United States District Court, in Bankruptcy, in the case of Edwin L. Stanton, receiver of the First National Bank of Washington, D. C., against Catherine C. Wilkinson. The plaintiff was appointed receiver of the bank named, which suspended in September, 1873, and defendant was the holder of 100 shares of the stock of the bank of the par value of $10,000. An assessment of sixty per cent was made on the stock to pay the "debts and liabilities" of the bank, which assessment defendant refused to pay, and this suit was brought to compel payment. On behalf of defendant a demurrer was filed on the grounds, first, that plaintiff had no right to sue under the New York code, which must govern in this case, not being a party in interest. This was overruled. The second ground of demurrer was that the Court had no jurisdiction. The Court holds that the Court has jurisdiction in common law suits brought by officers of the United States, that this is such a suit, and plaintiff an officer of the United States. Thirdly, it was urged that the proper remedy for plaintiff was not in suits of law against individual stockholders, but in a suit at equity, the view being taken that if the 60 per cent assessed in this case should turn out too much there was no provision for refunding it, and if there were one insolvent stockholder who did not pay, those who could pay must be assessed again, and so be compelled to pay more than their share of the debts of the bank. On this point the Judge holds that the individual liability of stockholders in National Banks is a liability for debts contracted by the bank up to the amount of the par value of their stock; that this liability is general and not for a pro rata share of the debts. If too much is collected, the surplus can be claimed by the stockholders. The criticism that the liability applies to the "debts" and not the "liabilities" of the bank, is pronounced unsound, and the demurrer is dismissed with costs, with leave to defendant to answer within twenty days.

Boston, Lawrence and Haverhill Railroad.

The following description of the route of the proposed narrow gauge railroad from Boston to Lawrence and Haverhill, is from the Boston *Journal*:

Commencing at the Lowell depot in Boston, the road will run parallel with the Eastern tracks to the crossing of the Mystic road, thence by the latter to Mystic River and across it just above the Malden bridge; thence across the Eastern road near Broadway in Everett and close to the post-office in the square, past the junction of Summer and High streets in Everett, along just east of Ferry street; thence through Maplewood in Malden, crossing the Saugus Branch Railroad near the depot; thence past Swain's Pond through the land of the Home Building Association in Melrose, across Upham street just west of School street, near the house of Charles Porter; thence across Howard street near the house of Mr. Corcoran; thence in a northerly direction a little to the east of Main street and into Wakefield, across Oak street near the house of Mr. Savage, through the gap in the hills, across Bennett street near Traverse street and across the Newburyport Railroad near the rattan works; thence by a northerly route to North Reading, running through the corner of Lynnfield, crossing the Salem and Lowell Railroad just east of the station, across the Ipswich River and through the centre of the village of North Reading near the high school building; thence parallel to and east of Haverhill street through the corner of Andover to North Andover; thence bearing a little to the east of Woodchuck Hill, across the Essex Railroad near Swan's Corner; thence by direct line to West Boxford, a little west of the church and near Porter's mill; thence through Bradford, near the town farm, across Salem street and around the hill to Bradford Centre, stopping at the end of the new bridge which connects Haverhill with Bradford.

Spurs are projected from the main line as follows: Leaving the main line just east of Boston Hill, in North Andover, through North Andover village, past Sutton's Mills to Lawrence, the terminus to be at the end of the Union street bridge; another spur runs from this branch to Andover, entering the village near the Post Office; a branch three-fourths of a mile, leaving the main line near the town farm in Bradford, and extending to Groveland; another spur from the main line in Wakefield across Lake Quannapowitt to Reading; a branch leaving the main line near Woodlawn in Everett, and connecting with the Revere Beach road near the Pavilion.

It is proposed that the track shall be three feet gauge. The length of the main line will be about 30 miles and the grade is nowhere in excess of 60 feet.

☞ Advices from Madison, Wis., state that the Vance bill, repealing the obnoxious provisions of the Potter law, passed the Senate substantially in the form in which it came from the Assembly, and now awaits signature. The vote stood in the Senate 20 to 7.

☞ The bondholders of the New Orleans, Mobile and Texas Railroad Company have reorganized into a new company named the New Orleans and Texas Railroad Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '76 3½
Allegheny Valley 50	2,256,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '75 3
Atlantic and Gulf 100	3,693,200	— & —	.....
" " guar.100	786,476	M. & N.	Nov. '73 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '75 3
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	225,000	A. & O.	Jan. '75 ..
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '75 5
Washington Br.....100	1,650,000	A. & O.	Apl. '75 5
Berkshire*.....100	600,000	quarterly	Jan. '76 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	20,000,000	M. & N	Nov. '75 5
Bos., Clin. & Fitchb.pref.100	1,172,600	— & —	Jan. '76 3
Agricultural Br. guar..100	60,000	J. & D	Dec. '75 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '75 2
Boston and Lowell.....500	3,200,000	J. & J.	Jan. '75 3
Boston and Maine.....100	6,921,274	M & N.	Nov. '75 4
Boston and Providence.100	4,000,000	M. & N.	Nov. '75 4
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '74 3½
Burlington and Mo. Riv.100	5,254,203	M. & S.	Sept. '75 5
" " pref.100	1,485,900	M. & S.	Sept. '75 5
Camden and Amboy* ..100	5,847,800	quarterly	Jan. '76 2½
Camden and Atlantic.... 50	377,400	quarterly	Jan. '76 2
" " pref. 50	838,469	quarterly	Jan. '76 2
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	June '75 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '75 2½
" 2d pref..... 50	1,000,000	M. & N.	Nov. '75 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '75 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Feb. '76 1
" " pref.100	769,600	F. & A	Feb. '76 3½
Central of Georgia.....100	4,666,800	J. & J.	July '73 5
Central of New Jersey.100	20,000,000	quarterly	Jan. '76 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '75 3
" pref..... 50	400,000	J. & D.	Dec. '75 2
Central Pacific 100	54,275,500	A. & O.	Oct. '75 4g
Chemung*.....100	380,000	quarterly	July '75 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '75 2
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '76 4
" " pref..100	2,425,400	M. & S.	Mar. '76 4
Chicago, Burl. & Quincy.100	19,898,910	M. & S.	Mar. '76 3
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	Jan. '76 5
Chicago & N. Western.100	14,994,600	J. & D.	Dec. '72 3½
" pref.100	21,485,853	J. & J.	July '75 3½
Chicago, R. I. & Pacific.100	25,000,000	A. & O.	Oct. '75 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	413,150	M. & N	Nov. '75 2
Clev., Col., Cin. & Ind..100	14,991,275	F. & A.	Feb '76 3
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '74 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Feb. '76 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.. 50	1,786,800	M.J.S.D.	Dec. '75 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '76 4
Concord..... 50	1,600,000	M. & N.	Nov. '75 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '76 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A.	Feb. '75 3
Connecticut River.....100	2,100,000	J. & J.	Jan. '76 4
Cumberland Valley..... 50	1,292,950	A. & O.	Oct. '75 5
" 1st pref.. 50	241,900	A. & O.	Oct. '75 4
" 2d pref... 50	243,000	A. & O.	Oct. '75 4
Danbury and Norwalk . 50	600,000	.....	Dec '75 1½
Delaware*..... 50	1,230,950	J. & J.	Jan. '76 3
Del., Lackaw. & Westn. 50	23,500,000	quarterly	Jan. '76 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & D.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	A. & O.	Oct. '75 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '76 3
East Mahanoy *..... 50	392,950	J. & J.	Jan. '76 2.9
Eastern (Mass.).....100	4,997,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Aug. '74 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '75 2½
" " pref. 50	500,000	J. & J.	Jan. '76 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	quarterly	Dec. '75 1½
Fitchburg.....100	4,000,000	J. and J.	Jan. '76 4
Georgia 100	4,200,000	J. and J.	July '75 4
Great Western, (Ca.)...100	19,237,404	A. and O.	Apl. '74 1½
Hannibal & St. Joseph.100	4,151,700	F. and A.	Aug. '70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,350	M. & N.	May '75 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '76 3½
Housatonic, pref. 100	1,180,000	quarterly	Jan. '76 2
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	29,000,000	F. & A.	Feb. '76 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	J. & J.	Jan. '76 2½
Jeffersonv., Mad. & Ind.100	2,000,000	quarterly	Nov. '75 1½
Joliet and Chicago*.....100	1,500,000	quarterly	Oct. '75 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '75 4
Lake Shore & Mich. So..100	19,466,500	F. & A.	Feb. '76 2
" " (guar.).100	832,500	F. & A.	Feb. '76 5
Lawrence*..... 50	450,000	quarterly	Oct. '75 2½
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,300	M. & N.	May '67 5
Lehigh Valley 50	21,916,850	quarterly	Jan. '76 2½
Lit. de Miami.*..... 50	5,871,450	quarterly	Jan. '76 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '76 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '74 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '74 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ..100	200,000	A. & O.	Apl. '75 3
Lykens Valley 100	600,000	F.M.AN	Aug. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov. '75 5
Marietta & Cincinnati.. 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Feb. '75 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '76 5
Milwaukee and St. Paul.100	15,399,261	J. & J	Dec. '70 7s
" " pref.....100	12,274,483	F. & A	Aug 74 3½b
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '76 3½
Morris and Essex*..... 50	14,008,100	J. & J.	Jan. '76 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '74 4
Naugatuck.....100	1,882,900	F. & A.	Aug. '75 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept. '75 5
Newark and N. York*..100	977,400	J. & J.	Jan. '75 3½
N. Bedford 100	1,678,500	M. & N.	Nov. '75 4
N. Castle & Beaver Val.* 50	1,800,000	quarterly	Oct. '75 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New Jersey*.....100	7,295,200	quarterly	Jan. '76 2½
New London Northern*100	1,418,800	quarterly	Jan. '76 2
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	Jan. '76 2
New York and Harlem.100	8,500,000	J. & J.	Jan. '76 4
" " pref.100	1,500,000	J. & J.	Jan. '76 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '76 5
N. Y., Provid. & Boston.100	2,500,000	quarterly	Jan. '76 2½
Niag. Bridge & Canand*100	1,000,000	J. & J.	Jan. '76 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (S C.) pref..100	96,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,806,500	F. & A.	Feb. '76 3
Northern Central 50	5,842,000	M. & N	July '74 3½
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '75 2½
Northern New Jersey*..100	1,000,000	J. & J.	July '74 4
Norwich & Worcester*.100	2,604,400	J. & J.	Jan. '76 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	Jan. '76 2
" " pref.100	2,000,000	A. & O.	Oct. '75 4
Ohio and Mississippi...100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Oil Cr. & Allegheny R... 50	4,259,450	quarterly	Jan. '74 3
Old Colony 100	6,735,800	J. & J.	Jan. '76 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '75 4
Pacific of Missouri.....100	3,635,750	quarterly	July '75 1½
Panama.....100	7,000,000	quarterly	Jan. '76 3
Paterson and Hudson*..100	632,000	J. & J.	Jan. '76 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '76 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '75 3
Pennsylvania 50	68,144,475	quarterly	Feb. '76 2
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug. '75 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '74 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '75 3
Philadelphia & Reading 50	32,725,775	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	Jan. '76 2½
Phila. and Trenton*.....100	1,259,100	quarterly	Jan. '76 2½
Phila., Wil. & Balt..... 50	11,536,250	J. & J.	Jan. '76 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	quarterly	Jan. '76 1¾
" Special Imp.100	2,000,000	quarterly	Jan. '76 1¾
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '76 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '75 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '75 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '76 4
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '76 4
Roch. & Genesse Val.*.110	555,200	— & —	July '75 ..
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland*.....100	2,479,700	— & —	.....
" preferred.....100	4,168,700	F. & A.	Feb. '75 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	July.	July '74 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '75 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '76 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '75 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '75 3
Shore Line*.....100	995,800	J. & J.	July '75 3½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) $/100	3,939,900	J. & D.	Dec. '75 3½
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '74 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '75 3
Summit Branch*..... 50	4,125,000	F. & A.	Feb. '76 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Dec. '75 3
Taunton Branch 100	500,000	J. & J.	Jan. '74 5
Terre Haute & Indiana.100	1,988,150	J. & J	July '75 5
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '74 3
Troy and Greenbush*...100	274,400	J. & D.	Dec. '74 3
Union Pacific 100	35,745,000	quarterly	Jan. '76 2
Utica and Black River...100	1,666,000	J. & J.	Jan. '76 3
Vermont and Canada*...100	2,500,000	J. & D.	June '73 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Vermont and Mass 100	$2,860,000	A. & O	Oct. '75 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '75 3
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
Westchest. & Phil. pref..100	821,300	J. & J.	Jan. '76 4
West Jersey.....100	1,559,750	F. & A.	Feb. '74 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '76 3
Winchester & Strasburg*100	500,000	J. & J.	July '75 3½
Worcester and Nashua. 75	1,789,800	J. & J.	Jan. '76 3½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City..... 25	800,000	- & —	Jan. '76 4
Bleecker st. & F. Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '75 4
Broadway (Brooklyn)...100	200,000	J. & J.	Jan. '75 5
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '75 3
Brooklyn City 100	1,500,000	F.M.A.N	Aug. '75 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	800,500	A. & O.	Oct. '75 4½
Cen. Park, N. & R. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '76 9
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug. '75 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '75 6
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry..100	748,000	M. & N.	May '75 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '75 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '76 4
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '76 4
Heston, Mantua & Fairm. 50	2,050 000	J. & J.	Jan. '75 1½
Highland.....100	200,000	M. & N.	Nov. '75 4
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '76 4
Middlesex (Boston).....100	400,000	M. & N.	Nov. '75 3
Ninth Avenue (N. Y.)...100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	Jan. '76 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '76 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '75 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '75 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '74 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '74 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Nov. '75 2½
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '76 2
23d street (N. Y.).....100	600,000	J. & J.	Jan. '75 4
Somerville (Boston) 100	98,000	M. & N.	Nov. '75 3
South Boston 50	450,000	quarterly	Jan. '76 2½
Union (Boston) 100	374,800	J. & J.	Jan. '76 5
Union (Phila.) 50	400,000	J. & J.	Jan. '76 8
West Philadelphia..... 50	400,000	J. & J.	Jan. '76 10
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '75 2
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '76 4
Delaware and Hudson...100	20,000,000	F. & A	Feb. '76 5
Delaware and Raritan*.100	5,847,400	quarterly	Jan. '76 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	9 949,900	J.S D.M.	Mar. '76 2
Monongahela Navigat... 50	1,003,500	J. & J.	July '75 4
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '76 2
" (preferred).....100	1 175,000	F. & A.	Feb '76 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb. '76 60c
" " (pref.). 50	2,888,977	F. & A.	Feb. '76 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	12,000,000	M.J. S.D.	Dec. '75 2
American Coal..... 25	1,500,000	M. & S.	Mar. '75 3
American Express.....100	18,000,000	J. & J.	Jan. '76 3
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Calumet and Hecla Mining.	30,000 shs	F.M.A.N	Feb. '76 $5
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Sept '75 2½
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Gilberton Coal Co. 100	500,000	A. & O.	Oct. '75 5
Maryland Coal.....100	4 400,000	F. & A.	Feb. '75 1½
Maripesa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '75 5
Pullman Palace Car.....100	6,000,000	F.M.A.N	Feb. '76 2
Quicksilver, common ...100	5,700,000	.....	.....
" preferred ...100	4,300,000	.....	.....
Quincy Mining Co.....	20,000 shs	F. & A.	Feb. '76 $5
Quincy R. R. Bridge.....100	1,750,000	J. & J.	Jan. '76 5
Spring Mountain Coal... 50	1,250,000	J. & D.	Dec. '75 4
United States Express...100	6,000,000	F.M.A.N	Feb. '75 2
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '76 4
West. Union Telegraph.100	35,000,000	quarterly	Jan. '76 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov '69 5

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,673
1874	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400	406,900	.....	.....
Central Pacific:													
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,516	1,271,628	1,254,689	1,285,567	1,293,957	1,037,993	12,734,729
1873	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875	963,938	906,159	1,136,264	1,366,984	1,798,468	1,738,370	1,536,225	1,553,014	1,567,622	1,615,974	1,508,000	1,200,000	16,891,019
1876	961,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,228
Chicago and Northwestern:													
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
Clev., Col., Cin. & Ind.:													
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	363,921	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1 497,529	1,538,089	.....	.....	.....	.....
Illinois Central:													
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875	597,221	458,158	586,188	586,716	584,764	599,928	702,784	651,302	737,834	841,432	787,854	682,098	7,892,901
1876	588,446	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042 301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,737	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:													
1872	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	213,299	176,656	2,029,164
1873	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
Michigan Central:													
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
1874	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875	423,475	372,988	513,564	480,280	455,209	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
Ohio and Mississippi:													
1872	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874	266,039	243,167	304,842	298,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	.....	.....
St. Louis, I. Mt. & South'n:													
1873	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	.....
Toledo, Wab. & Western:													
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,313	510,792	462,868	432,056	614,175	565,811	621,351	489,341	532,895	6,008,978
1873	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,905
1874	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	403,319	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	469,932	7,521,669
1872	273,936	534,115	565,861	741,802	890,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	523,975	491,784	708,256	881,266	1,007,831	969,863	876,833	837,277	1,068,937	1,170,586	970,660	758,832	10,266,104
1874	620,715	607,990	687,026	834,954	910,065	902,881	850,142	1,042,516	1,063,993	1,141,938	1,000,598	897,159	10,559,880
1875	574,930	620,3 07	918,963	1,095,814	1,273,225	1,042,534	1,034,653	1,061,000	1,055,944	.....	983,353	.....	11,993,832

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Interest. When Payable.	Market Price.
National Securities, Feb. 1, 1876					
Loan of June 14, 1858 .....registered	$260,000	5	Jan. & July.	1874	....
Loan of February 8, 1861 .....registered	13,794,000	6	Jan. & July.	1880	123⅝
.. ..coupon	4,621,000	6	" "	1880	123⅝
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	....
Loan of July 17, and Aug. 5, 1861....registered	125,903,500	6	Jan. & July	1881	123⅝
.. ..coupon	63,417,800	6	" "	1881	123⅝
Loan of Feb. 25, 1862 (5-20s).....registered	.....	6	May & Nov.	1882	....
.. .. .. (5-20s).....coupon	.....	6	" "	1882	....
Loan of March 3, 1863.....registered	53,694,650	6	Jan. & July.	1881	123⅝
.. ..coupon	21,305,350	6	" "	1881	123⅝
Loan of March 3, 1864 (5-20s).....registered	.....	6	May & Nov.	1884	....
Loan of June 30, 1864 (5-20s).....registered	11,705,050	6	" "	1884	114½
.. .. .. (5-20s).....coupon	14,070,950	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	33,969,450	6	May & Nov.	1885	118½
.. .. .. (5-20s).....coupon	118,536,400	6	" "	1885	118
.. .. 2d series (5-20s).....registered	59,531,000	6	Jan. & July.	1885	120½
.. .. .. (5-20s).....coupon	143,132,100	6	" "	1885	119½
.. .. 3d series (5-20s).....registered	89,390,850	6	Jan. & July.	1887	122½
.. .. .. (5-20s).....coupon	221,231,900	6	" "	1887	122½
.. .. 4th series (5-20s).....registered	14,857,000	6	Jan. & July.	1888	123⅝
.. .. .. (5-20s).....coupon	22,816,800	6	" "	1888	123⅝
Loan of March 3, 1864, (10-40s)....registered	141,706,550	5	Mar. & Sept.	1904	118½
.. .. .. (10-40s).....coupon	52,859,750	5	" "	1904	121½
Consols of July 14, '70 & Jan. 20, '71.registered	219,222,100	5	F. M. A. & N.	1881	118½
.. .. coupon	273,836,350	5	" "	1881	118½
Debt matured and without interest.....(var.).	9,269,760	...	....	Due.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	.....	4	.....	1875	....
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July.	'95-'99	128
United States Notes	411,873,140	nil.	.....	.....	....
Fractional Currency.....	45,864,382	"	.....	.....	....
State Securities, latest dates.					
Alabama—($21,670,810):					
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	32
.. Bonds (new), 1866, '68 '72 and '73.....	2,212,700	8	Jan. & July.	'86-'93	30½
.. Bonds (new), 1874.....	341,000	7	" "	1894	....
.. R. R. Loans ($2,300,000)& endorsements.	15,051,000	8	" "	'90 '91	....
Arkansas—($12,733,086):					
.. Bonds (Funding), 1869 and 1870.....	3,050,000	6	Jan. & July.	1899	46
.. Levee bonds (warrants), 1871.....	1,460,000	7	" "	1900	....
.. Deficiency Bonds. 1872.....	300,000	7	" "	1882	....
.. Bonds (for $2,500,000), 1875.....	.....	7	" "	1895	....
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	7	April & Oct.	1900	18
California—($3,396,500):					
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	115
.. Relief Fund bonds, 1863.....	95,500	7	" "	1883	....
.. State Capitol bonds, 1870 to 1872.....	500,000	7	" "	1885	....
.. Funding bonds, 1873.....	2,801,000	6	" "	1893	....
Connecticut—($5,014,000):					
.. War Loan bonds (10-20 yrs), 1861	508,900	6	Jan. & July.	1881	106
.. War Loan bonds (20 yrs), 1863 and '64..	2,195,500	6	" "	'83-'84	....
.. War Loan bonds (10-30 yrs), 1864.....	568,500	6	April & Oct.	1894	....
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	6	" "	1885	....
Delaware—($1,231,000):					
.. State bonds to railroads, etc.....	1,231,000	6	Jan. & July.	1885	....
District of Columbia—($12,790,000):					
.. Improvement (gold) bonds, 1872.....	4,000,000	6	Jan. & July.	1892	....
.. Improvement (cur.) bonds, 1873.....	790,000	7	" "	1893	....
.. Funding bonds, 1874, (guar. by U. S.)...	10,594,550	3.65	Feb. & Aug.	1924	74½
Florida—($5,431,767):					
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	....
.. Consolidated (gold) bonds of 1873.....	509,200	6	" "	1903	....
.. Loan (J.P. &Mob. R.R.) gold bonds, 1870	4,000,000	8	" "	1890	....
Georgia—($19,823,900):					
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	6	Feb. & Aug	'78-'86	93
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	....
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	107
.. Bonds (gold), act Oct. 1870.....	1,886,000	7	April & Oct.	1890	107
.. Bonds (funding), 1873	1,200,000	8	" "	'75-'86	....
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1890	...
.. Railroad aid bonds (endorsed), 1870 &'71	7,545,900	var	Various.	'90-'91	101
Illinois—($1,689,045):					
.. Interest bonds, 1847.....	940,445	6	Jan. & July.	1878	....
.. Refunded Stock bonds, 1859.....	320,000	6	" "	var.	102
.. Chicago Relief bonds, 1871.....	250,000	6	May & Nov.	1881	....
Indiana—($910,000):					
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	....
Iowa—($543,000):					
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—($1,336,175):					
.. Funding &c. bonds 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....
.. Bonds (various) 1866 to 1869.....	889,000	7	" "	'76-'99	....
.. Military loan bonds, 1864 to 1869.....	346,000	7	" "	'84-'99	....
Louisiana—($21,099,100):					
.. Treasury Relief bonds, 1853	735,000	6	Jan. & July.	1893	43
.. Levee bonds, 1866.....	1,000,000	8	Various.	1886	33
.. Levee bonds, 1867.....	3,992,000	6	May & Nov.	1907	43
.. Levee bonds, 1870.....	2,966,000	8	Mar. & Sept.	1875	43
.. Funding (coupon) bonds, 1866.....	722,100	6	Jan. & July.	'86-'88	....
.. Funded (floating debt) bonds, 1870.....	2,821,000	6	May & Nov.	1910	43
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	43
.. Miss. & Mex. Gulf Ship Canal bonds,'69	389,000	7.3	" "	1899	....
.. Railroad Aid (various) bonds.....	2,335,000	6	Various.	'72-'06	....
.. Railroad Loan (var.) bonds, 1869 to 1871.	4,750,000	8	Various.	'99-'11	12⅝
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	43
Maryland—$11,095,019):					
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	90
.. Bonds to R. R. and Canals.....	889,836	6	" "	1890	108
.. Defense and Bounty bonds 1864 to 1868.	3,333,583	6	Jan. & July.	1883	110
.. State Loan bonds, 1870 and 1874.....	998,471	6	" "	'85-'89	....
Maine—($7,068,400):					
.. Civil (var.) bonds, 1857 to 1861.....	171,000	6	Various.	'75-'78	104
.. War and Bounty bonds, 1863 and 1864..	3,832,500	6	Various.	'80-'89	108
.. Equalization (Municipal) bonds 1868..	3,063,900	6	April & Oct.	1889	....
Massachusetts—($29,465,204):					
.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	....
.. Harbor Land Improvement (bonds, 1874	400,000	5	" "	1894	111
.. Back Bay Land bonds, 1861 and 1862...	220,000	5	May & Nov.	1880	111
.. Union Defense Loan, 1861.....	1,850,000	6	Jan. & July.	'75-'76	115
.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	'77-'78	...
.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1853	111½
.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	" "	1894	....
.. War Fund Loan, 1869.....	999,944	5	" "	1899	....
.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	'88-'94	109
.. B., H. & Erie R. R. Loan	3,599,020	5	Jan. & July.	1900	....
Michigan—($1,664,000):					
.. Renewal Loan bonds, 1858.....	105,000	6	" "	1878	102
.. Two Million Loan bonds, 1863....	1,032,000	6	" "	'78-'83	105
.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	108
Minnesota—($2,755,000):					
.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79	....
.. State Buildings Loan, 1873, coupon	230,000	7	" "	'83-'03	....
.. Railroad Aid bonds, 1858, (repudiated).	2,275,000	7	" "	1887	...
Missouri—($17,839,000):					
.. State Debt Proper, 1865 and 1868	439,000	6	" "	'81-'91	102½
.. Consolidation bonds, 1868.....	2,727,000	6	" "	1888	....
.. Funding Bonds, 1874..... ...	1,100,000	6	" "	'94-'95	103
.. Railroad Aid bonds, 1853-'66.....	15,868,000	6	" "	'79-'87	100½
.. State Institution bonds, 1872 to 1874....	505,000	6	" "	'92-'94	102½
Nevada—($160,000):					
.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	..
New Hampshire—($3,724,100):					
.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	'75-'78	108½
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	....
.. State bonds, 1873.....	500,000	6	Jan. & July.	'79-'80	103
.. Equalization (Municipal) bonds, 1872...	2,206,100	6	" "	'92-'05	107½
New Jersey—($2,496,300):					
.. War Loan (tax free) bonds, 1861.....	1,000,900	6	" "	'76-'84	108
.. War Loan (tax free) bonds, 1863... ...	900,900	6	" "	'86-'96	....
.. War Loan bonds, 1864.....	593,400	6	" "	'97-'02	....
New York—($29,776,787):					
.. Bounty Loan bonds, coupon.....	1,057,000	7	" "	1877	104⅞
.. Bounty Loan bonds, registered	13,855,000	7	" "	1877	104⅞
.. State (Deficiency) Stock, '38, part at will	889,781	6	J. A. J. & O.	1878	114
.. Canal Stock (old).....	880,000	6	June & Dec.	1877	15
.. Canal Stock, 1872.....	1,562,300	6	Jan. & July.	1887	115
.. Canal Stock, 1873.....	847,500	6	" "	1883	116
.. Canal Stock, 1873.....	4,392,600	6	" "	1891	120
.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	...
North Carolina—($28,419,045):					
.. Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & July.	'75-'98	17
.. Railroad and Improvement (old) bonds.	3,639,400	6	April & Oct.	'75-'98	17
.. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & July.	'75-'98	10
.. Railroad and Improvement (new) bonds	1,695,000	6	April & Oct.	'75-'98	10
.. Funding (new) bonds, 1866.....	2,417,400	6	Jan. & July.	1900	10½
.. Funding (new) bonds, 1868.....	1,711,400	6	April & Oct.	1898	9½
.. Special Tax bonds	11,407,000	6	" "	'98-'99	3
Ohio—($7,988,205):					
.. Loan (sinking fund), 1850.....	1,473,115	6	Jan. & July.	1875	....
.. Loan (sinking fund), 1860.....	4,072,640	6	" "	1881	105
.. Loan (sinking fund), 1856.....	2,400,000	6	" "	1886	108
Oregon—($246,027):					
.. Bounty and Relief bonds.....	46,027	7	" "	'75-'84	....
.. Willamette Canal and Lock bonds, 1870	200,000	7	" "	1890	....
Pennsylvania—($24,568,635):					
.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	104½
.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	103
.. Loans, May '52 & Apr. '52, reg. & coup.	3,540,500	5	Feb. & Aug.	'77-'78	103
.. Stock Loan of Feb. 2, 1867, 2d series....	7,890,550	6	" "	1877	104
.. Stock Loan of Feb. 2, 1867, 3d series....	9,271,850	6	" "	1882	113
.. Stock Loan of Feb. 2, '67, 1st, 2d &3d ser.	434,850	5	" "	'72-'82	....
.. Agricultural College Land Scrip, 1872..	500,000	6	April & Oct.	1876	....
Rhode Island—($2,638,000):					
.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	106
.. War Loan bonds of 1863 and 1864.....	1,619,000	6	Various.	'93-'94	....
South Carolina—($14,537,295):					
.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	'77-'89	35½
.. State House bonds, 1853 and 1854...cur.	287,000	6	" "	'71-'80	....
.. Blue Ridge R. R. bonds, 1854.....	867,000	6	" "	'75-'79	....
.. Funding Stock and bonds, 1866.....	884,113	6	" "	'87-'97	35½
.. Funding and Conversion bonds, 1868-'69	3,764,850	6	J. A. J. & O.	'82-'89	35½
.. Land Commission bonds, 1869 and 1870.	261,000	6	Jan. & July.	1889	35½
.. Fire Loan Stock of 1838.....	292,641	6	J. A. J. & O.	1868	....
.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	26½
.. Consolidated bonds, 1873, reg. and coup.	1,391,084	6	" "	1893	....
.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	...
Tennessee—($47,185,617):					
.. State Bonds (direct)	2,611,000	6	April & Oct.	30 yrs	45½
.. Railroad, &c., Loan bonds.....	28,530,000	6	Jan. & July.	30 yrs	45½
.. Funding bonds, 1866 and 1868.....	7,141,000	6	" "	'97-'99	44½
.. Funding bonds, 1873, coupon and reg...	6,222,000	6	" "	1914	44½
Texas—($4,822,073):					
.. State Bonds.....	125,000	6	Jan. & July.	1877	93
.. State Bonds	75,000	6	" "	1892	83
.. Frontier Defense (gold) bonds.....	697,000	7*	" "	1910	105
.. Revenue Deficiency (gold) bonds.....	500,000	7*	" "	1892	101½
.. Funding (gold) Bonds	1,000,000	7*	" "	1904	101½
.. Funding (currency) Bonds	279,000	10	Mar. & Sept.	1876	104
.. Funding (currency) Bonds.....	400,000	10	Jan. & July.	1884	107
.. Pension (currency) Bonds.....	1,100,000	10	" "	1894	104
Vermont—($312,500):					
.. War Loan bonds, 1862.....	312,000	6	June & Dec.	'75-'90	....
Virginia—($50,556,403):					
.. Coupon (old) bonds, 1851 to 1861.....	7,562,652	6	Jan. & July.	'86-'95	36½
.. Registered (old) bonds, 1851 to 1861.....					
.. Coupon (new) bonds, 1866 and 1867.....	700,000	6	" "	10 to 34 yrs	38
.. Registered (new) bonds, 1866 and 1867..					
.. Consol. (coup receivable for taxes) 1871.	20,239,005	6	" "	1905	69½
.. Consol. (coup. not so receivable) 1872..	2,442,784	6	" "	1906	46
.. Deferred (W. Va.) certificates, 1871	15,239,370	6	" "	contgt	9

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
2d Mortgage	2,673,000	8	" "	" "	1889	
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	114¼
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	109¼
3d Mortgage	434,000	7	May & Nov.	" "	1881	101
Albany Loan	933,000	6	" "	" "	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	3,967,000	7.3	Jan. & July.	New York.	1896	99¼
Special Mortgage to Penn	3,500,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	95
Funding Income Bonds (guar.)	5,000,000	7*	.....	.....	1894	55
American Central:						
1st Mort., guar. by C., B. & Q.	645,000	8	Jan. & July.	New York.	1878	104
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	3,750,000	8	March & Sept.	Boston.	1896	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	72¼
Land Grant Mortgage (gold)	3,376,500	7*	April & Oct.	Boston.	1900	68
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....
Consol. Second Mort. (gold)	976,000	7*	April & Oct.	N. Y. or Bost.	1903	35
Income bonds	475,000	12	Jan. & July.	Boston.	....	98
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	60
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6*	Jan. & July.	" "	1888	61¼
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	" "	1901	....
Equipment Bonds	753,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	L[illegible]	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	103¼
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	107¼
Loan of 1855-'90 (Balt.) skg fd.	3,352,247	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,525,456	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,374,112	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,680,000	6G	May & Nov.	"	1910	....
3d Mort. (N. W. Va. R.R.) ass'd	140,000	6	Jan. & July.	Baltimore.	1885	100
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Banger loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	93¼
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Philadelphia.	1885	95
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	95¼
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	118¼
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	86
1st Mortgage (Equalization)	248,000	7	" "	"	1889	92
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	92
Equipment Mortgage	350,000	8	Apr. and Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund Mortgage	543,000	6	Jan. and July.	Boston.	1889	87¼
Consol. Mortgage for $2,000,000.	965,000	7	Apr. and Oct.	Boston.	1893	106
	344,500	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	16¼
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	20¼
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,300	7	" "	"	1892	96
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,200,500	7	Jan and July.	Boston.	'92-'94	108
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	103¼
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500,000	7	Jan. and July.	Boston.	1893	108¼
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	"	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1886	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	" "	1898	104¼
Buffalo and Jamestown:						
1st Mortgage	1,000,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	86
Buffalo, New York & Phila.:						
1st Mortgage	2,296,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	281,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage, stg., skg. fund	5,400,000	7*	May & Nov.	N. Y. & Lond.	1919	52¼
1st Mort., (gold) Mil. Div.	2,200,000	7*	Feb. and Aug.	" "	1902	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,661,050	7	April & Oct.	N. Y. & Bost.	1893	108¼
Stock Bonds pref. 3d lien	375,000	8	Jan. & July.	Boston.	1878	....
Stock (common) Bonds	308,500	8	April & Oct.	N. Y. & Bost.	1879	106
Stock (common) Bonds	318,500	8	Jan. & July.	" "	1894	106¼
Stock (common) Bonds	413,500	8	" "	" "	1889	...
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	100
Bonds convertible until 1882	600,000	8	" "	Boston.	1883	89¼
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1898	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
First Income bonds	1,000,000	10*	.....	.....	....	....
2d Income, or double track b'ds	1,600,000	6*	.....	.....	....	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	100¼
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	100
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	105¼
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mortgage	500,000	7	April & Oct.	"	1879	105
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	98
Canada Southern:						
1st Mort. (skg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	69
Cape Girardeau and State Line:						
1st Mortgage (gold)	1,000,000	7	Jan. & July.	.....	1891	....
Cape May and Millville:						
2d Mort., guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	75
2d Mortgage—Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	472,500	8	May & Nov.	New York.	1879	107¼
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	106
Chattel Mortgage	209,850	5	May and Nov.		'88-'89	..
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York	1901	75
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. Line)	1,384,000	7	Jan. & July.		1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	94½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	94½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	150,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.&C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1859	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,770,000	7	May & Nov.	New York.	1902	110½
1st Mort.(New)for $5,000,000....	5,000,000	7	Feb. & Aug.	" "	1890	114
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Loan of Leh.C. & Nav.Co.(ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....
Consol. Mort. for $25,000,000....	6,063,900	7	" "	New York.	1899	111
Central Ohio (B. and O.):						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	103
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,781,000	6*	Jan. & July.	New York.	'95-'99	108½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	105½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	112½
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	101
1st Mort. (Calif. & Oregon) gold	7,291,000	6*	" "	" "	1888	94½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	96½
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	" "	" "	1890	99
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	3½
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	45
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	50½
Equipment Mort. (Vt. Central).	1,000,000	8	" "	"	'76-'77	50½
Equipment Mort. (").	1,000,000	8	" "	"	1889	50½
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	58
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	39
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	15,000,000	6*	May & Nov.	New York.	1899	56
1st Mort. Extension.(cou. or reg)	4,758,000	7*	Jan. & July.	" "	1902	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	" "	" "	1880	....
3d Mort. (")coupon....	918,000	6	" "	" "	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	773,800	6	Jan. & July.	Boston.	'77-'80	96
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	77,000	7	May & Nov.	New York.	1877	100
1st Mortgage.....	2,383,000	7	Jan. & July.	" "	1893	115½
2d Mortgage Income.....	1,087,000	7	April & Oct.	" "	1883	106½
Consol. Bonds (£200 stg. each).	2,919,900	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	101
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	4,200,000	7	Feb. & Aug.	" "	1900	97½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,589,000	8	Jan & July.	New York.	1883	115½
Trust Mortgage, skg fund conv..	156,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	3,648,675	7	Jan. & July.	Boston.	1896	107⅞
Bonds of 1875, Sinking Fund...	462,000	5	June & Dec.	"	1895	88
Consol Mortgage for $30,000,000.	10,330,500	7	" "	"	1903	109
1st Mort. (Am. Cen. R.R.) guar.	654,000	8	" "	New York.	1878	104
1st Mort. (Car. and Burl.) guar..	503,500	8	May & Nov.	" "	1879	106½
1st Mort. (Dix., Peo. & Han)guar.	753,000	8	Jan. & July.	" "	1889	101
1st Mort. (Ill. Gr. Trunk) guar..	933,000	8	April & Oct.	Boston.	1890	104
1st Mort. (Keok. & St.Paul)guar.	864,500	8	" "	"	1879	105
1st Mort. (O., O. & Fox Rv.)guar.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Peo. and Han.) guar..	571,000	8	" "	New York.	1878	....
1st Mort. (Quincy & War.) guar.	756,000	8	" "	N.Y. & Bost.	1890	105½
2d Mort. (Northern Cross) gold.	941,000	4½*	" "	Frankfort.	1890	....
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton and Dubuque:						
1st Mort. guar. C., B. and Q....	1,500,000	8	June & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $25,000 p. m.	4,425,000	8	June & Dec.	Boston.	1896	25
Chicago and Iowa:						
1st Mortgage on $2,200,000.....	2,200,000	8	Jan. & July.	N.Y. & Bost.	1900	82
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	568,200	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW.	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	105
Chicago and Mich. Lake Shore:						
1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
1st Mortgage.....	2,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (Mil. and St. Paul R'y)	5,748,000	7	Jan. & July.	New York.	1893	....
2d Mort. (" ")	1,191,000	7	April & Oct.	" "	1884	98
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	....	99
1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	94½
1st Mort. (Minnesota Central.)	190,000	7	" "	" "	1894	..
1st Mort. (St. Paul Division.)	4,000,000	7a	" "	" "	1902	97
1st Mort. (Iowa and Dak. Div.)	1,008,000	7	" "	" "	1899	89
1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	114
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	97
1st Mort. (Hast. and Dak. Div.)	1,250,000	7	Jan. & July.	" "	1892	84
1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	" "	" "	....	....
Equipment and Bridge Bonds..	245,000	10	June & Dec.	" "	1883	..
Consol. Mort. for $35,000,000....	1 039,000	7	Jan. & July.	" "	1904	88½
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1.238.700	7	Feb. & Aug.	New York.	1885	106½
General 1st Mortgage (193 m.) ..	3,578,000	7	" "	" "	1885	104
Funded coupons (193 m.).....	740,300	7	May & Nov.	" "	1883	104
Appleton Ext. (23 m.& 76,000 ac.)	146,000	7	Feb. & Aug.	" "	1885	90
Green Bay Ext. (26m & 76,000 a.)	265 000	7	" "	" "	1885	90
1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	" "	" "	1882	105
Elgin and State Line.....	122,000	6	Jan. & July.	" "	1878	....
Mississippi River Bridge	186,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	328,000	7	March & Sept.	" "	1898	102
Consol. skg fund (C.& N.W.R'y)	4,277,000	7	F. M. A. & N.	" "	1915	103
General Consol. Gold Bonds ...	9,758,000	7*	June & Dec.	" "	1902	92½
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	...
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
2d Mort. (Mil. & Chi.R. R.) guar.	2.000	7	" "	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	105
1st Mort. (Bel.& Mad. R.R.)guar	284,000	7	" "	" "	1888	....
Chicago, Portage and Superior:						
1st M.,s.f.(Chi. &N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	. ..
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	9,000,000	7	Jan. & July.	New York.	1896	109
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago, Wisconsin & Canada:						
1st Mort. gold, skg fd for $410,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st Mortgage (gold) for $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	322,000	7	Jan. & July.	Baltimore.	1900	100
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1863.....	1,250,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1895	....
3d Mortgage of 1867.....	500,000	8	June & Dec.	" "	1877	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	1,846,000	7	Jan. and July.	New York.	1905	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	83½
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	.. .
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560.000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	71
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	80
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	....
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	109½
1st Mort. (C., C. and C. R. R.)..	248,000	7	June & Dec.	" "	'74 '84	....
1st Mort. (Bell. and Ind. R.R.)..	448,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	1,000,000	7	June and Dec.	N.Y. or Lond.	191	98½
Clev.& Mahoning V.(A.& Gt.W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	.....
3d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	102¼
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	110
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	104
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	105
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	106½
2d Mortgage (" ")	860,000	7	April & Oct.	" "	1886	108
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	55
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	" "	1909	18
Income convertible.....	3,893 000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt.Eastern)	461,000	7	April & Oct.	" "	'93-'95	65
2d Mort. (" ")	344,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	39,650	7	May & Nov.	" "	1896	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1883	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	554,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	370,500	7	April & Oct.	Boston.	1893	95
1st Mortgage sinking fund.....	289,500	6	June & Dec.	"	1876	....
Coupon Notes.....	607,500	7	" "	"	'76-'81	97¼
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1876	90
Connecticut River:						
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	100
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40
2d Mortgage	308,000	7	" "	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	5&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	116
Convertible Bonds.....	2,800,000	7	June & Dec.	" "	1892	113
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	400,000	7	March & Sept.	" "	1885	....
2d M. Ext. (" ")	200,000	7	May & Nov.	" "	1890	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,498,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	3,024,500	7*	May & Nov.	N.Y L.&Ams.	1900	60
Des Moines and Ft. Dodge:						
1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	94½
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York	1890	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Lake Mich.:						
1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
1st Mortgage (on Branches)....	575,000	8	June & Dec.	"	1897	....
2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44½
1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
2d Mort. (" ")...	81,000	8	May & Nov.	" "	1880	....
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	275,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1879	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1879	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	101
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Dubuque and Sioux City:						
1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,560	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1835	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	106
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	88½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T.&Ga.,old)	635,000	6	" "	" "	'80-'85	....
Company Bonds (" new)	135,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Loan of 1865.....	160,000	6	April & Oct.	"	1885	....
Loan of 1867	959,000	7	March & Sept.	"	1887	50½
Loan of 1868.....	1,000,000	6	March & Sept.	"	'88-'89	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	....
Ten year coupon notes.....	1,163,000	7	.....	"	1862	32
Ten year coupon notes.....	2,513,500	7	.....	"	'83-'84	52
Sinking Fund Bonds.....	2,300,000	7	May & Nov.	"	1884	51
Sterling Sink. Fd. Bonds.....	2,878,048	6*	March & Sept.	London.	1893	....
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	102
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2862	65
Erie Railway:						
1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York	1897	108
2d Mortgage.....	2,174,000	7	March & Sept.	" "	1879	103
3d Mortgage.....	4,852,000	7	" "	" "	1883	104
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1889	101
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	103½
Buffalo Branch, 1st mortgage...	182,600	7	Jan. & July.	" "	1891	....
Sterling loan (£1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Consol Mort. for $30,000,000.	12,076,000	7*	" "	NY&London.	1920	....
2d Consol. Mort. for $40,000,000.	14,400,000	7*	June and Dec.	London.	1894	....
Convertible bonds.....	10,000,000	7*	J. A. J. and O.	London.	1903	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	750,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	....
New Mortgage for $6,000,000....	.....	...	.....	.....	....	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1880	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren &Prov.(B&P):						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Fitchburg:						
Bonds of 1874 for $4,000,000....	500,000	7	April & Oct.	Boston.	1894	112½
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,210,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	425,000	10	May & Nov.	" "	1888	....
1st Mort.(Bay C. & E.Sag.)guar.	100,000	10	Jan. & July.	Newark.	1889	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1897	....
1st Mort. skg.fd.(H., W.&Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	" "	1902	....
Construction Loan.....	280,405	8	Jan. & July.	" "	1876	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida:	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Side and Central:						
1st Mort. (Flush'g and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....
1st Mort. (Central of L. I.)	1,275,000	7	" "	" "	1889	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1903	....
1st Mort. (North Shore)	135,000	7	Feb. & Aug.	" "	1887	....
Sterling Loan	1,500,000	6*	.....	London.	....	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1890	....
2d Mortgage	500,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	80
2d Mortgage	150,000	8	" "	" "	1883	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont, Elkhorn & Mo. (SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	43,000	7	May & Nov.	" "	1875	102½
Galv., Harrisburg & San Antonio:						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	80½
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	564,500	7	Jan. & July.	Augusta	'75-'90	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	94½
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	85
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,506,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,327,808	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1 000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89½
2d Mort., " "	2,500,000	7	May & Nov.	" "	1893	64½
Green Bay and Minnesota:						
1st Mortgage	2,400,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	29
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T.W.&W.):						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	83
2d Mortgage	250,000	7	" "	" "	1892	75
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'77-'94	102
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	102
Fifteen years' bonds (277 m.)	3,798,000	8	March & Sept.	" "	1885	83½
1st Mort. (Q. & Palm. R. R. 15 m)	800,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55 m)	1,200,000	10	Jan. & July.	" "	1886	92½
General Land Mortgage (277 m.)	642,000	7	April & Oct.	" "	1888	106
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R.R.	700,000	6	Jan. & July.	Philadelphia.	1883	101½
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	Brpt. & Bost.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	7,470,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (Western Div.)	2,500,000	7*	" "	" "	1905	....
Consolidated Mortgage	2,700,000	8	April & Oct.	" "	1912	....
Hudson River (N.Y.Cen.& H.R.):						
2d Mortgage sinking fund	1,794,000	7	June & Dec.	New York.	1885	113

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	106½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	104
Consolidated Mortgage	1,378,000	7	April & Oct.	"	1895	61
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
General Mortgage for $15,000,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,792,000	5*	" "	"	1903	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage guaranteed	923,000	8	April & Oct.	Boston.	1890	106½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1908	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	35½
1st Mortgage Extension gold	2,000,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1899	11½
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	76
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	63
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. RR.)	4,211,000	7*	Jan. & July.	" "	1900	66
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'83	....
Equipment Bonds, registered	375,000	10	" "	" "	1883	86½
1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	81
Ionia and Lansing (D., L. & L. M.):						
1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage "	81,000	8	May & Nov.	" "	1885	....
Iowa Falls and Sioux City:						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	81½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	102½
Jackson, Lansing & Saginaw (MU):						
1st Mortgage guar.	1,317,000	8	Jan. & July.	New York.	1885	93½
1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	" "	1890	85
2d Mortgage guar.	168,000	8	March & Sept.	" "	1878	....
Consolidated Mortgage (236 m.)	1,968,000	8	" "	" "	1891	78½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1899	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	460,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	90
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	336,000	8	Jan. & July.	New York.	1882	108
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	100
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	100
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	97½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	710,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	83½
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	92½
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. and July.	N. Y. & Bost.	1890	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb & Aug.	New York.	1896	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.) conv.	887,000	8	March & Sept.	" "	1899	....
New Consol. Mort. for $8,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (LL&G)						
1st Mortgage for $2,000,000	720,000	10	May & Nov.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold....	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mort. (")gold....	1,500,000	7*	March & Sept.	" "	1886	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	...
Funded Interest.....	254,300	8	" "	" "	1884	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	62
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd..	6,118,000	7	J. A. J. & O.	" "	1900	105
Consol. Mort., S.F., Coupon...		7	Jan. & July.	" "	1900	104¼
2d Consol. Mort. for $25,000,000.	8,471,000	7	June & Dec.	" "	1903	97¾
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	" "	1882	....
Lake Shore Dividend Bonds....	1,442,000	7	" "	" "	1899	105
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1880	104
3d Mort. (" ")	1,000,000	7	April & Oct.	" "	1892	105
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	109
2d Mort. (" ")	2,692,000	7	" "	" "	1877	103¾
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	106¼
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	106
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" ")	2,850,000	7	April & Oct.	" "	1898	104¼
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	101
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	83¼
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	" "	" "	1888	97¼
1st M. (Jamestown & Franklin)	460,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N Y.-Bost.-Ph.	1896	43¼
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	105
1st Mortgage (")reg...		6	" "	"	1898	106¼
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	114¼
General Mort. for $40,000,000.	5,000,000	6*	June & Dec.	"	1923	100¾
General Mort., registered....		6*	" "	"	1922	99¼
Lewisb. Centre & Spruce C.(Pa & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A.&P.):						
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	525,000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	3,780,000	7	April & Oct.	" "	1905	59
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	4
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	102
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	101¾
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000		" "	New York.	1899	....
Louisiana & Mo. Riv. (Ch. & Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug	New York.	1900	97¼
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept	New York.	1890	....
2d Mortgage.....	900,000	7	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:	$					
Bonds to State of Kentucky....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mortgage for Cincinnati Br..	3,000,000	7	" "	" "	1897	....
2d Mortgage for $1,000,000.....	878,000	8	April & Oct.	" "	1900	....
Louisville Loan.....	100,000	6	Jan. & July.	" "	1881	....
1st Mort. (Louisville & Frankf't)	39,000	6	" "	" "	'73-'78	....
1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	....
1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	" "	1881	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	176,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Memp Br.46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	" "	1902	....
Consol. M. for $8,000,000(392 m.).	6,964,000	7	April & Oct.	" "	1898	91¼
Louisville Loan.....	849,000	6	" "	" "	'86-'87	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1877	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887	....
Construct. Mort. end. by Ga. R.R.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1889	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7o	April & Oct.	New York.	1890	...
Maine Central:						
Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	96
$1,110,000 Loan, tax free.....	756 800	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	3*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	86
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.) Loan	1,166,700	6	" "	Boston.	1895	....
2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95¼
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	107¼
2d Mortgage Dollar.....	2,500 000	7.	May & Nov.	"	1896	100
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	76¾
4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.).	300,000	7	May & Nov.	"	1888	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jan. & Dec.	New York.	1892	....
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	...
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'73-'78	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
2d Mortgage.....	1,000,000	8	.....	"	....	....
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	1,517,000	8	" "	"	1882	114
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	105¾
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	90¾
Equipment Bonds for $800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.&M.S.	5,256,000	7	May & Nov.	New York.	1885	109
2d Mort. " "	2,692,000	7	" "	" "	1877	104¼
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	...
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh & Western:						
1st Mortgage.....	3,000,000	7	June & Dec.	New York.	1902	....
Milwaukee and Northern:						
1st Mortgage.....	1,625,000	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage.....	220,000	10	Jan. & July.	Detroit	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	7*	Apr. and Oct.	New York.	1911	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (Nor. Pacific):	$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....
Mississippi Cent. (N.O.St.L.&Chi.):						
1st Mortgage	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage	660,000	7	April & Oct.	Memphis.	1876	....
Consolidated Mortgage	1,254,000	8	Jan. & July.	"	'81-'93	....
Tennessee State Loan	430,547	6	.....	"	....	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S.F..	362,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	56
Additional Consol. Mort.	2,500,000	7	" "	" "	1905	....
Further Add. Consol. Mort.	600,000	7	" "	" "	1906	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mortgage	300,000	8	" "	New York.	1889	....
Plain bonds	33,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	5,686 000	6* 8*	May & Nov.	Mob. & Lond.	1883	....
Interest bonds	1,524,300	8	" "	Mobile.	'76-'83	....
Sterling Interest bonds	769,920	6*	" "	London.	1883	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....
Special Mort. (Gainesville Br'h)	53,000	8	May & Nov.	Mobile.	....	....
2d Mortgage	1,453,858	8	March.	"	1877	....
Consol. Mort. for $15,000,000	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....
Convertible 5 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage	780,000	7	.....	" "	....	....
Income Mortgage	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage	127,000	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	350,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	117
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	110
Convertible bonds	384,000	7	Jan. & July.	" "	1900	104
Construction bonds	573,000	7	Feb. and Aug.	" "	1889	102
Gen'l M. (1st on Boonton Br.) gr.	4,821,000	7	April & Oct.	" "	1901	110
Special Mortgage	1,029,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	3,000,000	7	June & Dec.	" "	1915	108⅝
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'88	82½
2d Mort. (Government Subsidy)	1,000,000	4	" "	"	'81-'91	....
New Mortgage	5,800,000	7	" "	"	1913	....
Nashville and Decatur (L.&Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	87
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	102,000	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (C. of N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	660,000	7*	May & Nov.	New York.	1889	101½
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98⅞
New Issue for $360 000	400,000	7*	" "	"	1894	108½
New Haven and Derby:						
1st Mortgage	525,000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug	New York.	1895	....
2d Mortgage	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage	500,000	7*	March & Sept.	N.Y. or Lond.	1893	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	28
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000,000	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage	750,000	7	" "	"	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	3,000,000	7*	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	500,000	7	June and Dec.	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N.O., Jack. & Gt. N. (N.O.St.L.&C.):	$					
1st Mortgage	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,500,000	8	April & Oct.	" "	1890	....
Consol. Mort. for $8,000,000	3,000,000	7*	Jan. & July.	" "	1912	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	" "	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
New York & Canada (D.&H.C.):						
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	104⅞
Bonds for debts assm'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.&N.F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R.R. Stocks (")	592,000	6	" "	" "	1883	100
Bonds for Real Estate (")	162,000	6	" "	" "	1883	101½
Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	" "	1887	102
2d Mort. (Hudson River) S. F..	1,794,000	7		" "	1885	113
Bonds of 1871, tax free	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	3,904,000	7	Jan. & July.	" "	1903	122½
1st Mort., reg'd }		7	" "	" "	1903	120½
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	" "	1881	....
Consol. Mort. of 1872, coupon. }	6,822,000	7	May & Nov.	" "	1900	119
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	113½
N. York, Housatonic & Northern:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....
New York and Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)	2,425,000	7	.....	"	....	....
Consolidated Mortgage	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
1st Mortgage	76,000	6	Feb. & Aug.	New York.	1878	....
Improvement Bonds	100,000	7	Jan. & July.	"	1876	....
Extension Bonds	250,000	6	May & Nov.	"	'78-'81	....
General Mort. for $1.000,000	837,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Carolina:						
1st Mortgage	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
North Eastern (S. Car.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	226,600	8	" "	"	1899	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	92
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	104½
2d Mortgage	1,500,000	7	May & Nov.	"	1896	109
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106⅞
General Mortgage	436,500	7	Jan. & July.	"	1903	105½
North Shore (Flush., N.S. & Cent):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,570,000	6	Jan. & July.	Baltimore.	1885	101
3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103
3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	100
Income conv. coupon	1,000,000	7	April & Oct.	Harrisburg.	1880	....
Income coupon	3 000,000	7	Jan. & July.	"	1922	..
Consol. Mort. coupon	2,599,000	6*	" "	Baltimore.	1900	101⅞
Consol. Mort. registered	205,000	6*	April & Oct.	"	1900	....
Consol. General Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	19½
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100½
Northwestern Union (C. & N.W.):						
1st Mortgage	3,500,000	7*	.....	New York.	....	....
Norwich & Worcester (B.H.& E.):						
1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds	150,000	7	" "	"	1877	....
Nyack and Northern:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	93½
Equipment Mortgage	200,000	8	" "	"	1879	95
Sinking Fund Bonds	468,000	8	March & Sept.	"	1890	95
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	99½
Consolidated S. F. Mortgage	3,517,000	7	" "	" "	1898	99½
Consolidated Mort., Sterling	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,905,000	7	April & Oct.	New York.	1911	78½
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	160,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,616,000	7	May & Nov.	" "	1905	80
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	580,000	7	April & Oct.	Philadelphia.	1896	86
1st Mort. (Warren & Franklin).	1,500,000	7	Feb. & Aug.	" "	1882	85
1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	" "	1890	60
Consolidated Mortgage	1,100,000	7	May & Nov.	" "	1888	65

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Old Colony:	$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	102
Plain Bonds	32,000	5	" "	"	1884	99¼
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101¼
New Bonds for $3,000,000	1,692,000	7	March & Sept.	"	1894	109½
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	105½
Omaha and Northwestern:						
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	90
Orange, Alex. and Manassas—						
See Wash. C., Va. Mid. & Gt. So.						
Oregon and California:						
1st Mortgage gold	10,950,000	7*	April & Oct.	New York.	...	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (C., M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D. L. & W.):						
1st Mortgage, guaranteed	201,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by C., B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	1,500,000	8	Feb. & Aug.	New York.	1892	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	88¼
2d Mortgage sinking fund	2,804,000	7	Jan. & July.	" "	1891	71
Income Bonds	1,500,000	7	Mar. and Sept.	" "	1892	....
St. Louis County Debt	700,000	7	Monthly.	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	...
1st Mort. (Carondelet Branch)	500,000	6*	April & Oct.	" "	1893	....
1st Mort. (Leav., Atch. & N.W.)	500,000	7	" "	" "	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	" "	1899	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
General Mortgage, stg £597,800.	2,889,380	7*	April & Oct.	London.	1897	....
Paris and Decatur:						
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	60
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	100
Peninsular (Mich.) Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	. ..
Pennsylvania:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	104¼
General Mortgage	19,934,760	6	J. A. J. & O.	Philadelphia.	1910	105
General Mortgage, registered.		6	" "	"	1910	104¼
Consolidated Mortgage	14,550,000	6*	Jan. & July.	London.	1905	99
State lien for $7,500,000, skg f'd	5,201,675	5	April & Oct.	Philadelphia.	'75-'90	....
Pennsylvania Coal:						
1st Mortgage	487,500	7	Feb. and Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	519,000	7	April & Oct.	"	1903	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	109
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guaran'ee	571,000	8	Jan. & July.	Boston.	1878	104
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	. ..
2d Mortgage	150,000	10	Jan. & July.	New York.	1900	....
Perkiomen (Phila. and Rdg):						
1st Mortgage, guaranteed	619,000	6	April & Oct.	Philadelphia.	1897	87
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000	8	" "	" "	1902	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	"	1900	.. .
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102¾
1st Mortgage	5,000,000	6	" "	"	1881	102
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	93
General Mort. for $20 000,000	7,652,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Loan of 1863, debenture	1,138,900	6	Jan. & July.	Philadelphia.	1893	82¾
Mort. Loans of 1843-44-48 & 49.	1,510,500	6	" "	"	1880	103¼
Mortgage Loan of 1863	2,700,000	7	Apr. and Oct.	"	1893	113
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,200	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	134,400	7*	" "	"	1877	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,428,000	7	June & Dec.	Philadelphia.	1911	111
Consolidated Mortgage June 1, 1871. — Dollar registered	3,363,000	7	" "	"	1911	110¼
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	873,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	305,000	6*	" "	Philadelphia.	1911	....
New deben. loan, conv	9,493,620	7	Jan. & July.	"	1893	105¾
New Improvement Mort. Loan.	9,800,000	6*	Apr. and Oct.	Phil. or Lond.	1897	....
Gen'l Mort. stg. S.F. ($60,000,000)	8,459,501	6*	Jan. & July.	" "	1908	....
Mort. (Coal and Iron Co.) guar.	13,413,800	7	Various.	" "	1892	92
Philadelphia, Wilmington & Balt.:	$					
Mortgage Loan, convertible	290,000	6	Jan. & July.	Phila. & Bost.	1884	101¼
Loan of 1866	161,000	6	April & Oct.	" "	1876	....
Loan of 1867	1,000,000	6	" "	" "	1887	101¾
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	639,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	81
Consol. Mortgage for $10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	88
Consolidated 2d Mortgage	5,000,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	116
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	107¾
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	...
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	"	1912	101
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
Equipment bonds	1,000,000	8	March & Sept.	"	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	700,000	7	April & Oct.	New York.	1902	....
Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Pittsb. & Conn'lsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	105¼
2d Mort. do. (Balt. Loan)	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Turtle Cr. Div. 10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	20,000 pm	7*	Jan. & July.	New York.	1901	....
Port Huron and Lake Michigan:						
1st Mortgage gold, for $1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Portland & Ogdensb. (Me. & N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	749,000	6*	May & Nov.	"	1901	50¼
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	40
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	100,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan)	396,500	6	Mar. & Sept.	"	1891	...
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	45
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	644,500	7*	Jan. & July.	New York.	1910	....
2d Mortgage	78,000	7	" "	" "	....	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1880	....
Stoughton Branch bonds	1,000,000	6	" "	"	....	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	50
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	756,000	8	Jan. & July.	Boston.	1890	105¾
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	95
2d Mort., Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
2d Mortgage	300,000	7	Jan. & July.	Troy.	1880	118
3d Mortgage	150,000	7	" "	"	1887	....
1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov.	" "	1921	....
Richmond and Danville:						
Virginia State Loan, skg fund	690,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
1st Mort. (Peidmont Branch)	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April & Oct.	N.Y. or Rich.	....	....
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	'75-'90	71¼
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,771	6*	Jan. & July.	London.	1875	....
Dollar Loan	175,428	7	" "	Richmond.	1875	....
Dollar Loan, Coupon	295,500	8	" "	"	1881	....
Dollar Loan	124,489	6	various.	"	1875	....
Richmond and Petersburg:						
1st Mort. (Coup. and Register'd)	13,500	7	June & Dec.	Richmond.	1873	....
2d Mortgage (Coupon)	175,000	8	Apr. and Oct.	"	'80-'86	....
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	2,000,000	7*	Feb. & Aug.	N.Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (W. & R.) Skg Fund	799,990	7	March & Sept.	New York.	1880	104
2d Mortgage	460,000	7	Jan. & July.	" "	1902	....
General Mort. S. F.	1,050,500	7	June & Dec.	"	1891	....
Consol. Mort. conv. till 1879	3,000,000	7	Apr. and Oct	"	1904	93¼
Rutland (Cent. Vt. & Vt. & Can.):						
Equipment Mortgage, tax free	500,000	7	May and Nov.	Boston.	1880	45
Equipment Mortgage	500,000	8	March & Sept.	"	1880	59
General Mort.	1,500,000	8	May and Nov.	"	1902	71

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st Mortgag	346,000	8	May & Nov.	Saginaw.	1892	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	5,500,000	8*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	6	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	115
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	74
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	98½
2d Mort. (" ")	6,000,000	7*	May & Nov.	" "	1897	64
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	....
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	....
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	88½
Real estate & 2d M. for $3,000,000	993,000	7	March & Sept.	" "	1899	....
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen.&Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901	....
St. Paul and Iowa Southwestern:						
1st Mortgage	4,500,000	7*	May & Nov.	.....	1903	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany& Gulf (A &G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav.& Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft &Three R. (LS&MS):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	3,000,000	7	April & Oct.	New York.	1887	...
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	94
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Alleghany:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
hepaug Valley (Ct.)						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y.,N. H. & Hart.)						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	450,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sioux City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	50½
2d Mort. (Gov. Subsidy)	1,628,200	6	" "	U.S.Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
South Carolina:	$					
1st Mortgage Sterling	1,486,333	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	897,000	7	" "	New York.	'82-'88	....
2d Mort. for $3,000,000	615,500	7	April & Oct.	" "	1902	....
Domestic (G) Bonds	111,000	6	Jan. & July.	Charleston.	1874	....
Domestic (I) Bonds	1,296,500	7	April & Oct.	"	1891	....
Domestic (K) Bonds	76,000	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,190,000	...	May & Nov.	London.	....	....
South Pacific (Atl. and Pac.):						
1st Mortgage gold, assumed	7,188,500	6*	Jan. & July.	New York.	1888	67
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston	'80-'81	99½
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	'84-'90	....
3d preferred bonds	452,800	6	" "	" "	'84-'90	....
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7	March & Sept.	"	1882	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	....	80
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol &Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	48
Sullivan (Central Verm.):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	600,000	7	Jan. & July.	N.Y.,Bost.Ph.	1904	85
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	...
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,000,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage S. F. Gold	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,350,000	7	Jan. and July.	.....	1906	59
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	81½
2d Mort.conv.(")	1,300,000	7	April & Oct.	" "	1886	45
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	40
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	50
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	88½
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	89½
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	50
1st Mort. Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	50
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	65
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1878	65
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	...
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	64½
Equipment (Toledo & Wabash)	600,000	7	" "	" "	1883	36
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	" "	1907	43
Consol. 2d mort. gold	2,186,000	7*	Feb. and Aug.	" "	1893	....
Traverse City (Gr. Rap. and Ind.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):						
1st Mortgage skg fund, guar.	$ 89,700	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	200,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland (R. & Bar.):						
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	650,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,236,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	105¼
1st Mort. Land Grant	7,874,000	7	Apr. and Oct.	" "	1887	102¼
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....
3d Mortgage Sinking Fund	14,400,000	8	March & Sept.	New York.	1894	97
Omaha Bridge B'ds, stg. £500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6g	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,220,000	6g	Jan. & July.	New York.	1899	....
Union & Titusville (O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	60
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	99¼
Sterling Loan £369,200 (U. Co's)	1,846,000	5g	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6g	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	96
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)			....
Ster'g S.F. £262,000 (C. & Am.)	1,310,000	6g	Feb. and Aug.	London.	1880	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	100¼
Loan of 1889 (" ")	866,000	6	June & Dec.	Princeton.	1889	100
Mortg. Loan (" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	105¼
Loan of '78 (N.J. R.R. &T. Co.)	450,000	6	Feb. and Aug.	New York.	1878	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage	1,000,000	8	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue)	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. and July.	Boston.	1883	100¼
Convertible bonds, tax free	200,000	7	" "	"	1879	104¼
Convertible bonds	150,000	7	" "	"	1881	103
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	Apr. and Oct.	New York.	1890	....
Virginia & Tennessee (A.M.& O.):						
Enlarged Mortgage	990,000	6	Jan. and July.	N.Y. & Lynch.	1884	78
4th Mortgage	870,000	8	March & Sept.	" "	1900	79¼
Registered Certificates	118,295	8	Jan. and July.	" "	1875	....
Funded Interest	226,300	8	" "	" "	1880	....
Income Mortgage (fundable)	93,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	810,500	7g	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May and Nov.	" "	1900	....
Warren & Franklin (O.C.& All.R.):						
1st Mortgage, assumed	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	85
Warwick Valley (Erie):						
1st Mortgage	60,000	7	Apr. and Oct.	New York.	1890	....
Wasatch and Jordan Valley:						
1st Mortgage	150,000	9g	May and Nov.	New York.	1893	....
Washington City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	88
2d Mort. (" " ")	850,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	80
2d Mort. (" " ")	1,200,000	6	Jan. and July	"	1875	80¼
3d Mort. (" " ")	600,000	8	May and Nov.	"	1873	74¼
4th Mort. (" " ")	700,000	8	March & Sept.	"	1880	61
Funded Coupons (do.)	722,664		.....	"	....	....
1st Mort. (Lynchb'g & Danville)	621,000	...	Apr. and Oct.	"	1896	....
Virginia State Loan	249,982	7	Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....
1st Mortgage for $9,000,000	255,000	7g	Apr. and Oct.	" "	1901	....
Westchester and Philadelphia:						
General Mortgage, tax free	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	107
Western North Carolina:						
1st Mortgage	850,000	8	Jan. and July.	.....	1890	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage (M.& W. Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,158,000	8	" "	" "	1900	....
Income Mortgage	302,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage	4,448,000	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,498,000	7g	" "	"	1902	....
Bonds (S. F.) Conv. till May '85	4,000,000	7	" "	"	1900	98¼
Sterling Bonds, Sinking Fund	1,030,000	6g	March & Sept.	London.	1900	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	87
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	103¼
2d Mort. " "	300,000	6	" "	"	1890	103¼
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	95
2d Mortgage preferred	600,000	6	" "	"	1895	92
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	103¼
4th Mortgage	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed	2,735,000	6g	Jan. and July.	New York.	1899	101
Western Pennsylvania (Penn.):						
1st Mortgage	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1896	....
West Jersey:						
Debenture bonds guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	86¼
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	100
1st Mortgage (Salem) guar.	100,000	6	" "	Philadelphia.	1878	....
1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	340,000	7	Apr. and Oct.	" "	....	95
Consolidated Mortgage	1,000,000	7	" "	"	1899	108
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7g	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension)	640,000	7g	" "	" "	1902	....
White Water Valley:						
1st Mortgage	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Wico Mico and Pocomoke:						
1st Mortgage	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,800,000	7	June & Dec.	Baltimore.	1900	42¼
Wilmington and Reading:						
1st Mortgage	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
2d Mortgage coupon or regis.	1,700,000	7	Jan. and July.	"	1902	10
Wilmington and Weldon:						
Sterling Bonds	548,700	6g	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7g	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7g	Jan. and July.	New York.	1896	101¼
Wilmington and Western (Del.):						
1st Mortgage	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. and July.	New York.	1887	85
2d Mortgage $12,000 p. m.	1,650,000	7	May and Nov.	" "	1907	70
Extension mortgage bonds	4,875,000	7g	June & Dec.	" "	1906	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000 pm	4,618,500	7g	Jan. and July.	Boston.	1901	30
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds	250,000	7	Apr. and Oct.	"	1893	107
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,993,750	6	Jan. and July.	Philadelphia.	1886	86
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5g	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	116
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Philadelphia.	1878	97
Delaware and Hudson:						
1st Mort. regis. 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	102
1st Mort. regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	" "	1884	108¼
1st Mort. regis. 3d series, Jan. 1, 1871	3,500,000	7	" "	" "	1891	113
Coupon bonds of 1874	3,000,000	7	Apr. and Oct.	" "	1894	113
Registered bonds of 1874	2,000,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Mortgage Loan of 1877	762,779	6	June & Dec.	Philadelphia.	1877	96
Convertible Bonds	42,550	6	" "	"	1882	96
Convertible Loan, gold	822,000	6g	March & Sept.	"	1894	108
1st Mortgage, registered	5,441,841	6	J. A. J. & O.	"	1884	104
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	104
Mortgage (equip.) Loan, gold	4,757,000	6g	June & Dec	"	1897	106
Consolidated Mortgage	1,066,000	7	" "	"	1911	102
Greenwood Mortgage Loan	776,000	6	Feb. and Aug.	"	1892	....
Greenwood Mortgage Loan	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
2d Mortgage	285,000	6	Feb. and Aug.	"	1876	....
Boat Loan, sinking fund	236,965	7	Apr. and Oct.	"	1899	101
Preferred Stock Dividend Scrip.	103,184	7	Jan. and July.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,805,000	6	Jan. and July.	Philadelphia.	1910	73
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	82
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	200,000	6	May and Nov.	"	1830	90
Boat and Car Loan	756,656	6	" "	"	1913	79
Boat and Car Loan	621,600	7	" "	"	1915	92¼
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	79
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	77
3d Mortgage (Susquch. Canal)	1,311,000	6	" "	" "	1878	....
Pref. Int. B'ds (" ")	324,310	6	" "	" "	1894	55
Union:						
1st Mortgage	3,000,000	6	May and Nov.	Philadelphia.	1883	....
West Branch & Susque. (Penn.):						
1st Mortgage	450,000	6	Jan. and July	Philadelphia.	1874	
2d Mortgage	295,000	6	" "		1858	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Total Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1874	60.0	—	2.8	125.0	3	4	2	56	Adirondack ..... New York.	3,113,515	*	3,261,229	—	3,763,000	640,000	1,971,735	—	60.0	71,297	27,870	28,218	95,724	22,390	—	100	....
Sept. 30, 1874	81.2	—	4.9	—	13	8	2	100	Alabama Central ¶ ..... Alabama.	3,160,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	296.0	—	14.8	—	19	13	5	230	Alabama and Chattanooga ..... Alabama.	10,500,000	*	.....	.....	5,000,000	4,350,000	3,077,584	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1874	142.0	21.0	96.4	—	100	95	34	3,450	Albany and Susq. ¶ (D. & H.) .. New York.	8,935,023	*	.....	.....	2,256,400	17,461,000	6,761,323	—	260.5	.....	831,178	1,794,965	2,479,177	849,456	—	50	....
Oct. 31, 1874	242.0	18.5	82.1	—	73	29	9	2,002	Allegheny Valley ¶ ..... Pennsylvania.	24,636,755	—	1,841,968	.....	568,744	—	649,120	—							—	50	....
Oct. 31, 1874	4.5	—	0.3	31.3	—	—	—	—	Allentown (P. & R.) ..... Pennsylvania.	1,078,639	—	.....	.....	—	—	—	—	99.0	153,190	.....	.....	259,293	98,598	—	50	....
Dec. 31, 1873	99.0	—	3.7	—	13	8	...	96	Arkansas Branch (St. L. & Iron Mt.). Mo.	5,351,250	*	19,971	66,432	2,499,000	2,500,000	438,659	—	62.6	217,253	123,833	202,543	211,816	51,546	—	100	....
Dec. 31, 1874	62.6	—	5.2	—	—	—	—	—	Ashtab Youngst'wn & Pitts. (Pa. Co.). Pa.	3,685,164	—	.....	.....	1,756,550	1,900,000	85,088	—	150.0	.....	.....	.....	353,205	82,880	—	100	12½
Dec. 31, 1874	180.0	—	8.9	—	5	6	...	64	Atchison and Nebraska ..... Kan. & Neb.	3,610,525	410,159	254,260	46,991	.....	3,750,000	563,035	—	509.4	796,946	69,659	186,312	1,250,806	693,154	—	100	....
Dec. 31, 1874	469.3	30.8	32.4	—	28	22	7	771	Atchison, Topeka & Santa Fe ..... Kansas.	20,564,000	*	.....	.....	6,615,000	12,949,000	.....	—	192.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1874	286.5	—	9.7	—	10	8	3	161	Atlanta & Rich'd Air Line ¶. Ga. N.C. & S.C.	11,748,000	*	.....	.....	7,500,000	4,248,000	.....	—	87.0	.....	54,361	62,485	314,233	69,553	6	100	....
June 30, 1874	81.0	—	7.9	—	21	6	5	165	Atlanta and West Point ..... Georgia.	1,197,635	*	153,182	463,446	1,282,200	83,000	330,577	68,446	608.1	.....	.....	.....	4,838,257	1,208,941	—	100	....
Sept. 30, 1874	387.5	35.8	83.8	—	170	39	28	2,749	Atlantic and Great West. N.Y. Penn. & O.	87,184,175	*	19,648,423	1,985,380	34,671,549	67,239,417	6,907,013	—	347.6	588,427	103,921	.....	1,032,256	307,706	—	100	....
Dec. 31, 1874	327.0	110.0	16.0	—	26	19	8	349	Atlantic and Gulf ¶ .. Georgia & Florida.	7,805,213	*	95,065	1,532,061	4,479,677	3,474,200	517,892	960,570	428.0	.....	.....	.....	1,825,343	727,620	—	100	....
Sept. 30, 1874	405.0	20.0	43.1	100.0	84	29	20	1,015	Atlantic, Mississippi and Ohio ¶ .. Virginia.	19,038,905	*	.....	.....	6,921,900	14,146,000	928,519	—	95.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1874	95.0	—	5.0	—	9	7	5	77	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	314.7	.....	.....	.....	5,624,377	385,872	—	100	....
Dec. 31, 1874	328.0	4.0	37.2	—	135	74	34	2,842	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	36,572,728	—	.....	.....	19,760,300	16,792,438	.....	—	155.0	883,443	155,270	453,198	1,247,247	61,767	4	100	....
Dec. 31, 1874	149.5	5.5	24.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	5,000,000	3,484,000	.....	—					72,000	73,000	8	100	....
Nov. 30, 1874	53.0	—	5.2	—	—	—	—	—	Augusta and Savannah (C. of Ga.) .... Ga.	1,032,200	—	.....	.....	733,706	129,000	.....	—					72,500	72,500	8	50	....
Oct. 31, 1874	51.2	2.5	5.5	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	10,000	.....	550,000	436,900	.....	—	546.4	9,858,751	.....	.....	11,695,955	5,018,060	10	100	172
Sept. 30, 1874	379.6	42.8	442.1	—	509	216	116	11318	Baltimore and Ohio ¶ .... Md. & W. Va.	35,804,986	11,749,951	27,290,241	4,180,630	16,815,362	29,061,165	954,721	32,144,160	30.0	.....	.....	.....	373,323	247,289	10	—	125
Sept. 30, 1874	30.0	—	43.2	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	20,000	715,199	1,650,000	—	20,000	715,199	103.5	.....	.....	.....	802,066	1,140,186	—	100	7½
Sept. 30, 1874	16.4	—	16.4	—	—	—	—	—	Parkersburg Branch .. .. W. Virginia.	.....	—	.....	.....	5,680,685	2,264,282	.....	—	63.0	.....	.....	.....	64,053	27,195	—	100	....
Sept. 30, 1874	108.5	—	7.9	128.8	—	—	—	—	Baltimore, Pittsb. & Chic. (B&O) O., I. & Ill.	6,357,893	—	.....	.....	.....	.....	6,357,893	—	92.1	469,413	783,628	161,314	615,415	130,507	—	100	....
Sept. 30, 1874	132.7	—	3.2	—	26	33	12	300	Baltimore and Potomac ..... Maryland.	8,223,598	696,010	508,575	78,794	3,533,250	5,633,000	170,780	149,687	48.2	64,758	36,450	29,698	113,746	30,441	—	100	....
Dec. 31, 1874	73.4	18.7	2.5	—	4	2	2	68	Bangor and Piscataquis ¶ ..... Me.	1,207,202	110,200	.....	6,257	357,870	922,000	43,789	—	16.2	46,950	19,081	322,363	46,061	Loss.	7	50	....
Dec. 31, 1873	48.2	—	6.0	—	5	2	1	375	Bangor and Piscataquis Coal Co.) ..... Pa.	1,015,000	*	.....	.....	1,000,000	16,000	.....	—					36,000	36,000	3	100	....
Oct. 31, 1874	16.2	—	2.7	—	—	—	—	—	Barclay (Towanda Coal Co.) ..... Pa.	900,000	—	.....	.....	750,000	150,000	1,000	—						99,423	—	100	....
Dec. 31, 1874	33.5	—	4.4	76.0	—	—	—	—	Belfast and Moosehead Lake (Me. C.). Me.	700,000	—	.....	.....	1,680,000	1,100,000	.....	—					1,215,648	142,000	—	100	....
Jun. 30, 1874	56.4	—	8.1	—	—	—	—	—	Belleville and Southern Illinois ..... Ill.	2,780,000	—	.....	.....	995,800	2,244,500	1,492,733	—	80.0	.....	414,480	1,473,953	42,626	35,157	7	100	78
Dec. 31, 1874	67.0	—	2.0	—	—	—	—	—	Belvidere Delaware (Penn. R. R.) ... N. J.	4,034,829	—	.....	.....	600,000	—	.....	6,000	283.9	5,069,790	5,889,382	2,668,403	6,963,128	2,350,416	10	100	132
Sept. 30, 1874	22.0	—	3.0	—	—	—	—	—	Berkshire (Housatonic) ..... Mass.	600,000	4,453,046	2,808,885	1,224,925	19,864,100	5,558,000	2,790,566	3,559,831	36.4	196,439	113,220	44,890	112,189	22,233	—	100	....
Sept. 30, 1874	201.6	48.0	324.7	—	238	166	47	5,071	Boston and Albany .... Mass. & N. York.	23,285,640	—	.....	.....	863,902	—	379,781	—	90.2	526,625	472,030	454,137	665,640	219,767	—	100	51½
Sept. 30, 1874	36.4	—	3.0	—	5	6	2	71	Boston, Barre and Gardner ..... Mass.	1,095,229	142,459	.....	.....	872,600	1,499,600	255,585	144,478	153.3	624,271	187,260	88,671	664,194	140,209	—	100	....
Sept. 30, 1874	41.4	1.5	12.7	—	23	20	13	587	Boston, Clinton and Fitchburg ..... Mass.	1,409,432	807,316	250,972	206,569	1,800,000	2,148,900	10,300	549,787	125.5	872,151	.....	.....	1,308,840	198,388	7	500	51
Sept. 30, 1874	144.3	9.0	11.2	—	28	25	13	595	Boston, Concord and Montreal ..... N. H.	2,850,000	*	1,497,120	161,967	3,200,000	1,199,500	1,363,521	418,791	189.5	1,424,698	4,749,785	552,922	2,421,799	875,917	8	100	98
Mar. 31, 1875	26.8	16.5	47.7	—	42	73	...	1,008	Boston and Lowell ..... Mass.	2,845,925	.....	3,030,243	285,644	6,921,274	3,414,909	801,611	1,018,278	66.5	789,468	3,486,280	738,668	1,687,279	456,256	10	100	147½
Sept. 30, 1874	115.5	8.5	105.1	—	69	153	...	1,628	Boston and Maine ..... Mass., N. H. & Me.	9,308,432	1,338,404	1,002,070	506,266	4,000,000	500,000	1,267,676	464,278	172.0	(Operat	ed by Con	tract—No	returns.)		—	100	....
Sept. 30, 1874	44.0	18.5	66.0	—	42	71	11	631	Boston and Providence ..... Mass. & R. I.	4,000,000	*	1,878,986	352,987		5,980,000								40,600	—	100	....
Dec. 31, 1874	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany ¶ ..... Georgia.	10,548,000	—	.....	.....	2,286,000	583,000	.....	—	43.2	(Sold an	d in priva	te hands.)			—	100	....
Sept. 30, 1874	26.0	—	2.0	—	—	—	—	—	Buff., Bradford & Pittsb. (Erie). N. Y. & Pa.	2,869,000	*	.....	.....	—	700,000	.....	—						232,100	7	100	....
Sept. 30, 1874	43.2	—	5.0	—	7	6	3	32	Buff., Corry and Pittsb. ... N. Y. & Penn.	1,546,931	—	.....	.....	950,000	2,380,000	.....	—	120.6	320,065	234,056	251,697	580,666	203,695	—	100	....
Sept. 30, 1874	142.0	—	13.9	—	—	—	—	—	Buffalo, N. Y. & Erie. (Erie). N. Y. & Penn.	3,339,000	—	.....	.....	1,691,150	2,972,500	1,195,200	—	407.5	.....	.....	.....	1,246,912	421,983	—	500	....
Oct. 31, 1874	120.6	—	14.5	—	20	12	4	636	Buff., New York and Phila. N. Y. & Penn.	4,875,053	815,695	.....	.....	5,510,000	3,265,000	2,500,000	—	240.8	291,601	89,387	135,686	797,218	445,940	—	100	38½
Dec. 31, 1874	219.9	155.0	24.8	301.0	30	12	9	744	Burl., Cedar Rapids and Minnesota. Iowa.	16,200,000	*	412,500	145,904	8,537,800	7,349,000	118,228	—	150.0	.....	.....	.....	129,524	Loss.	—	100	....
Dec. 31, 1874	240.8	—	20.8	—	16	12	7	280	Burlington and Missouri River ..... Neb.	15,886,800	*	.....	.....	2,600,000	2,600,000	.....	—							—	100	....
Dec. 31, 1874	130.0	20.0	10.9	401.0	6	5	2	105	Burlington and Southwestern. Iowa & Mo.	5,200,000	*	.....	.....	2,000,000	1,500,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1873	71.0	—	2.1	—	4	6	...	50	Cairo, Arkansas and Texas ..... Mo.	3,500,000	*	.....	.....	12,000,000	8,000,000	.....	—	94.0	.....	57,982	37,164	175,023	37,831	—	100	....
Dec. 31, 1873	301.0	—	19.7	—	27	17	8	710	*Cairo and Fulton* ..... Arkansas.	20,000,000	*	.....	.....	1,785,500	2,500,000	266,805	—	156.8	160,278	.....	.....	163,392	28,361	—	100	....
Jun. 30, 1874	90.0	—	....	60.0	9	5	3	349	Cairo and St Louis (narrow) Ill	7,500,000	*	.....	.....	2,624,300	5,000,000	1,073,587	—	67.0	219,175	498,966	112,714	529,887	241,747	2	50	104
Jun. 30, 1874	156.8	—	6.2	—	10	8	4	161	Cairo and Vincennes ..... Illinois.	8,203,978	468,995	132,257	83,869	1,215,869	1,076,151	23,099	174,865					45,415	45,415	6	100	....
Dec. 31, 1874	60.0	7.0	8.4	—	11	54	8	121	Camden and Atlantic ..... New Jersey.	1,853,730	470,188			381,925	350,000	.....	—					62,782	62,782	6	100	....
Dec. 31, 1874	23.6	7.2	3.9	—	—	—	—	—	Camden and Burlington Co. . New Jersey.	715,362	—	.....	.....	500,000	400,000	79,282	—					21,022	6,490	—	100	....
Dec. 31, 1874	41.4	—	5.1	—	3	12	—	—	Cape May and Millville (W. N. Jer.). N. J.	833,008	.....	.....	.....	356,200	200,000	45,757	59,984	17.5	.....	11,049	.....	724,503	178,000	—	50	38
June 30, 1874	17.5	—	1.0	—	1	1	1	23	Carbondale and Shawneetown .... Illinois.	556,200	*	21,193	84,548	4,359,500	1,740,350	.....	—	97.1	.....	.....	.....	.....	55,965	9	100	....
Nov. 30, 1874	92.6	4.5	17.4	—	—	—	—	—	Catawissa (Phila. and Reading) ..... Penn.	6,126,500	—	.....	.....	589,110	—	.....	—					139,161	113,370	—	100	....
Sept. 30, 1874	34.6	—	6.0	—	—	—	—	—	Cayuga & Susquehanna (D.L.&W.) .. N.Y.	1,188,120	—	.....	.....	1,587,000	1,377,000	.....	—					584,772	584,772	6	100	80
Dec. 31, 1874	75.6	—	8.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	7,620,000	3,614,000	.....	—					2,101,108	571,246	4	100	....
May 31, 1874	271.6	2.4	14.9	—	—	—	—	—	*Cedar Rapids and Ma. Riv.* (C.&N.W.). Ia.	11,254,000	*	.....	.....	7,500,000	3,731,000	396,262	—	708.5	.....	.....	[9 months	642,690	.....	—	100	....
Aug. 31, 1874	294.5	—	47.1	—	116	84	29	1,691	Central of Georgia ..... Georgia.	7,560,000	*	1,940,386	2,001,590	5,688,000	4,527,000	1,500,000	—	189.6	.....	.....	.....	3,589,631	3,244,131	10	100	106½
Dec. 31, 1874	188.6	—	18.1	29.3	22	10	6	570	Central of Iowa ..... Iowa.	10,000,000	*	.....	.....	20,000,000	16,007,900	6,428,572	1,127,880	292.5	5,063,018	4,614,587	1,124,742	1,004,856	161,306	6	50	84
Dec. 31, 1874	74.0	34.0	160.2	—	242	134	48	16479	Central of New Jersey ..... New Jersey.	13,002,080	8,180,000	17,774,443	4,604,828	2,849,500	2,500,000	.....	—	137.1	.....	.....	.....	4,531,355	3,682,378	5	100	100
Dec. 31, 1874	137.1	—	33.9	—	37	41	...	1,358	Central Ohio (B. & O.) ..... Ohio.	5,349,500	*	.....	.....	54,275,500	82,376,680	806,518	10,671,261	1,212.8	5,214,441	3,862,729	1,996,257	6,809,011	1,445,551	—	100	....
Sept. 30, 1874	882.9	329.9	146.3	—	188	169	42	3,550	*Central Pacific* ¶ ..... Cal. Nev. & Utah.	131,365,581	6,201,689	6,392,327	4,232,362	5,000,000	9,500,000	.....	—	594.4	4,819,427	1,813,484	2,766,154	128,498	df 19,430	—	100	....
June 30, 1874	117.0	135.0	42.4	—	170	60	32	2,441	Central Vermont ..... Vt.	14,500,000	*	.....	.....	980,600	2,200,000	306,960	—	100.0	.....	.....	.....	614,532	197,990	—	100	....
June 30, 1874	100.0	—	15.0	200.0	6	6	3	128	*Central Br. of Union Pacific* ..... Kan.	3,767,700	*	188,209	129,967	2,578,000	1,518,941	250,146	559,233	195.0	481,176	.....	103,984	71,156	18,651	—	50	....
Sept. 30, 1874	198.0	—	12.0	—	26	17	9	209	Charlotte, Columbia & Augusta ..... S. Car.	2,115,604	—	.....	.....	645,910	500,000	.....	—	22.8	.....	.....	.....	207,334	75,596	6	100	....
Dec. 31, 1874	23.8	—	2.6	—	—	—	—	—	Chartiers (Penn.) ..... Pennsylvania.	1,129,992	—	.....	.....	380,000	—	.....	—			177,021	978,628			—	100	....
Dec. 31, 1874	17.4	—	3.1	—	—	—	—	—	Chemung (N. Central) ..... New York.	400,000	—	.....	.....	281,350	307,000	23,470	—							—	100	....
Sept. 30, 1874	20.9	—	0.9	—	—	—	—	—	Cherry V. Shar. & Alb. (D. & H. Can.) N.Y.	600,000	—	.....	.....	15,898,402	23,282,921	7,379,888	—	430.4	1,632,791	221,175	306,465	1,460,189	245,849	—	100	....
Sept. 30, 1874	425.8	4.6	57.1	—	70	34	17	2,343	Chesapeake and Ohio ..... Va. & W. Va.	39,427,271	2,792,018	4,107,000	234,922	2,153,300	808,000	.....	.....	83.1	618,149	177,846	425,418	753,243	111,062	5	100	39
Sept. 30, 1874	53.6	—	12.7	—	30	22	10	414	Cheshire ..... N. H. & Mass.	2,362,707	326,600	160,000	.....													

Dec. 31, 1874	21.5	—	3.1	—	—	—	—	—	Chester Valley (P.& R.)....Pennsylvania.	1,371,000	—	....	....	871,900	500,000	....	—	—					35,000	—	50	....
Dec. 31, 1874	242.0	117.4	149.1	—	155	75	24	2,966	Chicago and Alton.....Illinois.	17,303,065	*	5,166,375	547,845	12,868,200	7,248,900	3,404,185	119,894	649.1	3,758,915	904,223	1,421,158	5,126,228	1,829,463	10	100	101½
Dec. 31, 1874	630.3	583.5	276.9	—	302	112	59	6,006	Chicago, Burlington and Quincy..Illinois.	48,440,578	8,873,111	1,072,354	1,996,835	26,639,013	20,879,075	7,037,844	6,828,942	1,263.6	....	1,830,458	2,420,628	11,645,818	5,045,875	10	100	116½
Jun. 30, 1874	67.0	—	3.0	218.0	17	6	1	345	Chicago and Canada Southern..Mich.& O.	4,934,000	*	....	....	2,467,000	2,467,000	....	—	67.0	....	....	....	....	....	—	100	....
Dec. 31, 1874	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville..Indiana.	2,500,000	*	....	....	1,500,000	1,000,000	....	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1874	60.0	—	3.0	—	3	4	2	230	Chicago, Clinton and Dubuque......Iowa.	2,460,000	*	—	....	960,000	1,500,000	....	—	60.0	....	....	....	173,208	67,636	—	100	....
Jun. 30, 1874	108.0	25.0	8.1	62.0	30	8	3	786	Chicago, Danville and Vincennes.....Ill.	7,428,122	*	....	....	2,168,500	3,718,000	826,683	—	133.0	....	79,438	289,536	721,334	276,999	—	100	....
Dec. 31, 1874	59.4	—	8.1	—	14	17	4	81	Chic., Det. & Can. G'd Junction.....Mich.	2,078,985	*	....	....	978,985	1,095,000	....	—	59.4	....	....	....	391,492	(Loss.)	4	100	....
Jun. 30, 1874	119.0	15.0	11.4	—	10	7	2	295	Chic., Dubuque and Minnesota..Io.&Minn.	6,798,300	*	....	....	2,250,000	4,425,000	....	—	134.0	39,746	59,045	62,130	304,712	118,297	—	100	....
Jun. 30, 1874	32.0	—	2.9	156.0	—	—	—	—	Chicago and Illinois Southern..Ill. & Ind.	601,957	—	....	....	356,200	200,000	45,757	—	32.0	9,306	1,100	10,593	12,236	2,564	—	100	....
Jun. 30, 1874	80.0	—	9.0	—	15	6	2	88	Chicago and Iowa (C. B. & Q.)....Illinois.	2,078,000	*	—	....	1,828,000	1,750,000	....	—	80.0	....	....	....	522,415	210,372	—	100	....
May 31, 1874	81.8	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	—	....	3,916,200	779,700	—	—	—	....	....	....	464,877	464,877	—	100	....
Dec. 31, 1874	160.0	80.0	36.9	—	35	22	7	812	Chicago and Michigan Lake Shore..Mich.	8,212,450	829,200	108,799	61,541	1,511,168	6,630,000	1,098,167	—	240.0	....	....	[10 mos.	588,801	109,771	—	100	110¼
Dec. 31, 1874	814.0	585.0	187.0	—	208	106	57	3,662	Chicago, Milwaukee & St. Paul.Wis. I&M.	54,591,871	*	2,370,954	1,867,758	27,678,744	27,119,610	1,831,114	1,706,140	1,654.0	5,044,181	1,051,527	1,785,555	8,953,017	3,081,901	3½	100	42¼
May 31, 1875	1,058	—	441.6	—	342	171	84	7,854	Chicago and Northwestern.....Ill. & Wis.	67,189,575	*	4,627,665	1,877,275	36,480,254	30,210,000	4,376,649	2,657,613	1,990.8	9,054,506	2,407,620	3,153,315	12,707,726	3,600,723	—	100	42½
Jun. 30, 1874	36.0	—	3.0	104.0	4	4	2	72	Chicago and Pacific.....Ill.	412,900	*	....	....	282,900	130,000	....	—	36.0	116,202	36,474	....	69,305	20,026	—	100	....
Jun. 30, 1874	128.1	—	9.8	132.0	6	3	1	180	Chicago and Paducah.....Illinois.	1,589,074	222,085	200,000	....	1,978,000	2,304,000	36,472	—	128.1	....	....	101,279	196,808	89,154	—	100	....
Dec. 31, 1874	166.0	66.0	8.0	60.0	11	9	4	316	Chicago & Lake Huron... Mich. and Ind.	12,679,421	*	294,000	378,188	5,775,000	5,518,000	2,058,605	—	232.0	318,650	179,828	148,295	345,400	90,117	—	100	....
Mar. 31, 1875	500.7	178.7	109.6	—	217	81	31	4,136	Chicago, Rock Island & Pacific.Ill. & Iowa.	31,686,714	*	7,411,688	1,485,397	25,000,000	9,000,100	40,728	6,542,971	975.4	4,868,860	1,245,240	1,717,727	7,388,635	3,416,284	8	100	110
Mar. 31, 1874	271.0	32.0	22.6	50.0	—	—	—	—	Chic. & S. West.(C.,R.I.& Pac.).Ia. & Mo.	14,008,552	—	....	....	7,000,000	5,000,000	2,008,552	—	—	....	....	—	....	....	—	100	....
Jun. 30, 1874	5.6	—	9.1	—	—	—	—	—	Cincinnati and Baltimore (M.& C.)..Ohio.	1,498,422	—	86,292	13,556	747,356	322,000	528,915	—	—	—	—	—	—	77,384	7	100	....
Mar. 31, 1875	60.0	—	120.4	—	33	34	15	464	Cincinnati, Hamilton and Dayton...Ohio.	3,977,410	1,127,251	2,614,426	329,266	3,500,000	2,250,000	1,054,015	1,244,338	60.0	663,979	397,354	617,860	1,128,855	460,966	—	100	....
Mar. 31, 1875	98.4	—	6.0	—	19	8	5	485	Cin., Hamilton and Indianapolis.O.& Ind.	1,138,720	....	....	....	—	1,846,000	....	—	98.4	421,569	172,984	27,346	396,752	L157,315	—	100	....
Jun. 30, 1874	20.5	—	10.3	—	—	—	—	—	Cincinnati and Indiana (I. C.& La. F.)..O.	2,032,209	—	2,605,361	—	500,000	4,000,000	107,570	—	—	—	—	—	....	....	6	100	....
Jun. 30, 1874	75.0	—	9.0	—	10	....	2	603	Cincinnati, Lafayette and Chic.(Ill.& Ind.	3,142,985	259,205	....	—	1,929,200	1,591,000	204,445	—	75.0	287,625	....	....	438,595	234,711	—	100	....
Dec. 31, 1874	148.4	—	13.9	—	15	12	3	361	Cincinnati and Muskingum Valley..Ohio.	5,524,983	*	....	....	3,997,170	1,500,000	....	—	148.5	....	....	....	429,829	3,600	—	100	....
Mar. 31, 1875	45.0	—	2.6	—	5	—	3	170	Cin., Rich. and Chic. (C.H.&D.).O.& Ind.	826,783	184,552	700	17,783	382,600	625,000	22,168	—	48.0	172,133	104,566	62,065	234,100	59,372	—	100	....
Mar. 31, 1875	91.5	—	4.6	—	—	—	—	—	Cin., Rich. & Ft. Wayne (G.R.& I.)...Ind.	3,759,952	—	42,871	74,031	2,000,000	1,800,000	12,338	—	91.5	118,219	90,118	72,201	300,960	94,436	—	100	....
Jun. 30, 1874	175.0	15.5	26.9	—	32	23	13	906	Cincinnati, Sandusky & Cleveland..Ohio.	6,165,270	*	1,007,702	53,960	4,434,787	2,420,512	367,547	3,685	215.5	779,669	255,467	321,346	600,351	267,171	6pf	50	19
Dec. 31, 1874	48.8	—	9.3	—	16	15	6	310	Cincinnati and Springfield (C.,C.,C.&I.)O.	3,848,339	*	444,084	7,124	1,100,000	2,588,250	611,293	—	80.5	....	....	....	....	21,160	—	100	....
Dec. 31, 1874	341.8	49.9	110.5	—	132	52	20	3,338	Cleveland, Col. Cin. & Ind...Ohio & Ind.	17,389,587	*	2,984,587	767,055	14,991,692	4,697,000	652,364	800,173	391.7	4,212,968	668,541	1,531,952	4,248,606	902,675	7½	100	55½
Jun. 30, 1874	67.0	56.4	94.4	—	—	—	—	—	Cleveland and Mahoning Valley......Ohio.	4,526,777	—	458,205	101,881	2,759,791	1,967,600	15,542	349,980	—	—	—	—	—	528,867	12½	50	....
Dec. 31, 1874	145.0	34.0	18.5	34.0	22	14	13	595	Clev., Mt. Vernon and Delaware .....Ohio.	4,840,236	*	—	145,614	1,751,035	2,308,000	907,808	18,907	157.0	364,397	274,688	324,725	445,800	115,944	—	100	....
Nov. 30, 1874	124.0	75.0	84.5	—	97	43	22	3,156	Cleveland and Pittsburg.....Ohio & Penn.	18,088,777	3,873,486	849,766	....	11,243,211	5,015,344	591,871	406,602	225.7	....	....	....	2,972,557	1,489,406	7	50	93½
Dec. 31, 1874	314.0	273.0	79.8	—	157	91	—	1,497	Col., Chic. & Ind. Cent....Ohio, Ind & Ill	27,645,665	*	....	....	18,328,569	24,859,724	....	....	586.7	....	....	....	3,863,533	393,991	—	100	5½
Jun. 30, 1874	44.4	—	2.0	—	—	—	—	—	Columbus, Springfield & Cin.......Ohio.	2,000,000	—	—	28,721	1,000,000	1,000,000	8,270	20,451	—	(Operated by Cin., Sand. & Clev.)				81,828	—	100	....
Jun. 30, 1874	76.0	18.0	22.0	—	29	9	3	2,061	Columbus and Hocking Valley ......Ohio.	3,041,679	1,234,397	319,689	11,817	1,855,250	2,484,000	334,142	24,396	89.0	520,749	151,636	623,938	805,467	342,443	10	50	....
Mar. 31, 1875	35.0	7.0	50.5	—	36	39	10	775	Concord..........New Hampshire.	1,500,000	*	191,266	107,576	1,500,000	—	117,553	181,285	145.5	791,356	546,115	691,972	1,002,950	161,676	10	50	159½
Sept. 30, 1874	50.0	5.8	36.8	—	18	25	12	326	Connecticut River ....Massachusetts.	2,680,417	*	302,416	431,959	2,100,000	250,000	546,784	518,039	55.8	330,342	1,121,005	327,893	706,405	261,687	10	100	134
Jun. 30, 1874	110.8	—	16.1	—	24	17	7	676	Connecticut and Passump. Riv..Vermont.	3,461,500	*	532,853	221,957	2,175,534	1,802,120	237,190	—	161.4	458,662	193,520	153,343	771,902	272,790	6pf	100	35½
Sept. 30, 1874	46.4	—	5.6	—	6	14	7	156	Connecticut Valley.........Connecticut.	2,959,914	*	—	405,252	1,059,800	2,250,000	55,466	89,935	46.4	144,553	276,196	42,337	285,376	131,139	—	100	....
Sept 30, 1874	66.7	—	8.0	—	9	10	5	199	Connecticut Western.......Connecticut.	4,727,032	*	18,015	56,957	1,590,275	2,686,000	24,000	201,282	68.8	....	....	....	350,786	138,551	—	100	....
Dec. 31, 1874	6.8	—	12.7	—	—	—	—	—	Connecting (Phil'a. & Tr.) ....Penn.	2,415,114	—	210,000	....	1,278,800	991,000	145,814	—	—	—	—	—	156,274	156,274	6	50	....
Dec. 31, 1874	34.0	17.0	29.1	—	35	7	2	697	Consolidation Coal...........Ind.	3,911,910	*	10,379,201	....	10,250,000	3,183,100	128,000	839,282	....	....	....	2,214,838	2,756,948	780,654	4	100	....
Nov 30, 1874	53.0	12.0	8.6	—	12	4	3	695	Corning, Cowanesque & Antrim.NY&P.	1,600,000	—	141,224	—	1,600,000	—	—	141,224	65.0	270,092	97,298	827,800	412,582	124,875	7	50	....
Sept. 30, 1874	75.0	7.0	18.5	—	22	19	6	272	Cumberland Valley............Penn.	1,813,323	*	972,316	354,090	1,777,850	852,300	103,008	906,677	125.0	389,152	392,854	....	603,310	329,049	10	50	....
Sept. 30, 1874	23.8	10.0	4.4	—	7	8	8	74	Danbury and Norwalk ....Connecticut.	971,005	162,228	17,016	17,417	600,000	500,000	—	68,656	33.8	116,547	174,600	49,000	171,971	68,265	—	50	....
Nov. 31, 1874	45.0	—	6.6	—	2	2	1	17	Danv., Hazleton & Wilkesbarre.....Penn.	1,072,600	30,250	350,000	....	684,235	1,700,000	118,000	—	—	—	—	—	—	119,000	—	50	....
Dec. 31, 1874	124.5	32.2	13.2	—	12	8	3	213	Davenport and St. Paul.....Iowa & Minn.	6,280,000	*	—	....	3,140,000	3,140,000	—	—	156.7	....	....	....	188,335	21,366	—	100	....
Mar. 31, 1875	142.0	—	21.0	—	25	14	4	721	Dayton and Michigan..........Ohio.	5,792,499	765,256	366,983	147,366	3,678,831	2,757,800	635,473	—	142.0	672,113	320,785	399,920	1,056,900	326,637	3½	100	....
Jun. 30, 1874	46.7	—	1.8	—	5	3	2	75	Dayton and Union.............Ohio.	613,445	*	—	81,636	86,000	527,445	11,265	80,371	61.7	94,609	65,009	86,088	126,726	41,012	—	50	....
Oct. 31, 1874	83.0	16.3	6.0	—	—	—	—	—	Delaware † (P.W.& B.)..........Delaware.	2,207,452	—	—	54,345	1,330,950	870,000	60,847	—	99.3	264,135	....	....	435,969	130,790	6	100	....
Dec. 31, 1874	62.0	21.0	71.4	40.0	52	4	2	4,566	Delaware and Hudson............Penn.	7,901,377	*	26,095,780	1,812,099	19,639,486	13,930,335	143,414	2,195,971	83.0	....	....	....	....	....	10	100	....
Dec. 31, 1874	115.0	80.0	145.0	—	152	31	15	13660	Delaware, Lack. and Western.......Penn.	27,588,722	*	8,717,380	4,710,428	23,500,000	8,151,200	5,198,372	4,166,959	195.0	2,957,030	637,575	3,653,763	6,847,726	3,050,781	10	50	119½
Dec. 31, 1874	106.0	—	5.1	—	6	4	2	30	*Denver Pacific* (K. P.).........Colorado.	6,498,800	*	6,200	223,817	4,000,000	2,456,000	97,614	170,203	106.0	111,404	34,154	68,099	310,911	195,045	—	100	....
Dec. 31, 1874	120.0	48.0	7.5	720.0	13	10	8	303	Denver and Rio Grande (narrow).......Col.	6,910,000	*	—	—	4,500,000	2,410,000	—	—	163.0	353,354	35,611	55,436	379,142	188,516	—	100	....
Dec. 31, 1874	88.0	—	2.0	—	7	8	4	164	Des Moines and Fort Dodge........Ia.	2,400,000	*	....	....	....	1,200,000	....	—	88.0	....	....	[9 mos.	108,831	(Loss.)	—	—	....
Dec. 31, 1873	161.0	—	16.9	—	—	—	—	—	Des Moines Valley............Iowa.	6,224,600	*	—	....	3,924,600	2,300,000	—	—	161.0	....	....	....	....	....	—	100	....
Oct. 31, 1874	94.0	—	7.0	—	9	9	3	100	Detroit, Eel River and Illinois..Michigan.	3,724,000	*	....	....	1,100,000	2,624,000	....	—	94.0	....	....	....	....	....	—	100	....
Dec. 31, 1874	66.0	—	3.4	—	5	3	3	67	Detroit, Hillsdale and Indiana..Michigan.	1,164,000	*	....	....	—	1,152,000	....	—	66.0	(Sold under foreclosure Dec. 28, 1874.)					—	—	....
Dec. 31, 1874	164.0	22.0	21.0	—	26	26	6	690	Detroit, Lansing & Lake Michigan.Mich.	5,587,603	943,193	....	....	1,678,100	6,054,000	463,875	—	186.0	....	281,817	269,267	807,607	372,408	—	100	....
Dec. 31, 1874	169.0	—	28.3	—	34	27	9	481	Detroit and Milwaukee..........Michigan.	10,511,217	*	950,695	84,840	2,517,140	7,696,887	1,035,535	—	189.0	—	262,621	348,737	1,151,207	206,734	—	100	....
Dec. 31, 1874	14.0	—	2.0	—	—	—	—	—	Dexter and Newport (Me. Cen.)...Maine.	300,000	—	—	—	122,000	175,000	3,000	—	—	—	—	—	—	18,000	6	100	....
Mar. 31, 1874	29.0	—	3.0	—	—	—	—	—	Dover and Winnipisseogee (B.&M.). N. H.	480,000	—	—	....	480,000	—	....	—	—	—	—	—	—	29,000	6	100	....
Dec. 31, 1874	142.9	—	16.1	—	—	—	—	—	*Dubuque and Sioux City* (Ill. Cen.)..Iowa.	5,582,000	—	....	....	5,000,000	882,000	....	—	—	—	—	—	1,031,295	360,952	6	100	73¼
Sept. 30, 1874	90.6	—	9.0	15.9	12	10	2	88	Dunkirk, Allegheny Val.& Pitts..NY&P.	4,782,844	*	....	....	1,300,000	3,200,000	216,645	—	90.6	353,814	134,721	269,794	356,457	70,414	—	100	....
Nov. 30, 1874	86.0	—	2.7	—	—	—	—	—	East Pennsylvania (P. & R.) ....Pa.	1,484,290	—	....	....	1,809,000	495,900	—	—	—	—	—	—	—	126,357	6	50	80
Jun. 30, 1874	242.0	28.0	27.0	—	40	33	7	636	East Tenn., Va., & Georgia †.Tenn. & Ga.	9,180,182	*	386,179	401,954	1,968,274	4,204,900	129,309	3,665,392	270.0	740,182	....	192,323	1,111,184	413,776	6	100	....
Nov 30, 1874	41.4	71.7	68.1	—	95	141	38	1,234	Eastern..................Massachusetts.	11,906,000	2,843,064	2,871,836	148,954	4,997,000	5,758,300	6,686,627	252,827	284.0	....	....	....	3,059,934	1,078,922	—	100	11½
Sept. 30, 1874	16.0	—	3.1	—	—	—	—	—	Eastern ....N. Hamp.	492,500	—	—	—	492,500	—	—	—	—	—	—	—	—	—	—	100	26
Dec. 31, 1873	40.0	—	1.9	—	3	—	—	7	Eastern Shore † ....Maryland.	875,000	*	....	....	295,000	580,000	....	—	40.0	....	....	....	86,037	29,008	—	100	....
May 31, 1875	166.0	—	13.6	45.7	12	6	3	358	Elizabeth and Paducah..........Kentucky.	5,569,086	309,458	1,175,674	147,927	3,796,400	3,000,000	705,745	—	165.0	269,992	52,635	83,429	228,739	—	—	100	....
Dec. 31, 1874	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000	—	—	—	500,000	—	—	—	—	—	108,701	752,442	856,964	L. 14,190	5	100	....
Dec. 31, 1874	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,264,000	352,000	—	—	1,000,000	1,620,000	—	—	73.0	—	124,783	469,021	623,004	95,303	6	50	48
Sept. 30, 1874	428.0	96.0	440.0	—	505	209	75	10775	Erie ....New Jersey, N. York & Pa.	102,152,887	12,323,606	....	....	86,536,910	45,576,814	2,552,293	—	959.0	13,123,671	4,223,130	6,364,276	18,595,899	5,035,161	—	100	17¼
Dec. 31, 1874	81.5	2.0	12.9	—	29	9	—	1,348	Erie and Pittsburg (Penn.).............Pa.	3,175,436	1,886,033	....	....	2,000,000	3,457,000	....	—	100.0	....	....	....	872,613	382,387	7	50	....
Sept. 30, 1874	205.5	54.7	12.0	—	28	19	12	474	European & North Am. †..Me. & N. Pro.	10,950,655	*	—	....	4,606,866	6,120,800	898,716	—	278.2	406,058	274,956	302,490	706,756	392,586	—	100	....
Aug. 31, 1874	109.0	23.0	20.2	—	19	10	5	410	Evansville and Crawfordsville...Indiana.	2,499,964	556,592	65,455	85,332	1,144,415	1,071,000	52,2[illegible]	939,615	182.0	367,298	132,864	229,000	539,277	196,502	—	100	....
Jun. 30, 1874	55.3	—	6.1	—	7	4	2	263	Evansville, Terre Haute & Chi..Ind.& Ill.	1,315,639	267,394	3,076	42,856	414,727	1,013,000	203,733	—	55.3	....	....	....	219,318	94,509	—	100	....
Sept. 30, 1874	50.0	43.4	91.8	—	54	69	20	1,177	Fitchburg ....Massachusetts.	4,428,641	....	686,463	245,768	4,000,000	500,000	123,838	587,034	159.9	922,879	....	....	1,628,613	325,656	8	100	125
Dec. 31, 1874	253.2	26.8	49.0	—	42	36	10	747	*Flint and Pere Marquette*...............Mich.	7,509,859	1,373,031	3,568,155	174,778	3,296,200	6,468,980	2,358,648	—	280.1	....	465,518	347,046	1,066,986	394,990	—	100	....
Dec. 31, 1874	100.0	—	5.8	—	10	6	3	280	Ft. Wayne, Jackson & Sag..Mich.& Ind.	2,695,640	357,580	—	169,448	1,200,000	2,000,000	18,768	—	100.0	....	....	....	282,882	202,076	—	100	....
Dec. 31, 1874	109.0	—	2.7	—	9	5	2	242	Ft. Wayne, Muncie & Cin. (Pa.).....Ind.	3,705,677	*	—	—	1,000,000	2,705,677	—	—	109.0	66,924	88,442	116,694	257,108	39,978	—	50	....
Sept. 30, 1874	26.1	—	3.3	—	—	—	—	—	Framingham & Lowell (B.C.& F.).Mass.	1,328,921	—	—	78,230	811,796	702,000	191,356	—	—	—	—	—	32,448	29,246	—	100	....
Dec. 31, 1874	51.1	—	3.0	90.9	—	—	—	—	Fremont, Elkhorn and Mo. Val.......Neb.	1,380,000	—	....	....	690,000	690,000	....	—	—	(Oper. temporarily by Sioux City & Pacific.)					—	100	....
Feb. 28, 1874	114.0	—	9.7	88.0	10	7	4	182	Galv., Harrisb. & St. Antonio †.......Tex.	4,397,200	*	....	....	2,670,600	1,700,000	....	—	85.0	....	....	....	303,978	100,972	—	100	....
Dec. 31, 1874	50.0	—	11.0	—	13	9	6	279	Galv., Houston & Henderson †.......Tex.	3,068,898	—	88,139	141,327	1,600,000	1,498,000	261,000	544,361	80.0	212,590	[illegible]	160,307	656,348	356,375	—	100	....
Mar. 31, 1875	171.0	61.0	31.0	—	54	29	16	622	Georgia......................Ga.	4,156,000	*	1,566,686	94,131	4,200,000	504,500	179,650	498,428	231.0	1,140,209	....	....	1,261,967	350,089	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*), occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Passengers.	Operations: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Jun. 30, 1874	111.0	—	5.5	—	8	5	4	310	Gilman, Clinton & Springfield.....Illinois.	4,056,167	380,630	....	....	2,000,000	2,000,000	584,266	—	111.0	....	....	....	264,667	88,664	—	100	....
Sept. 30, 1874	11.8	—	0.3	8.1	—	—	—	—	Goshen and Deckertown (Erie). New York.	291,701	*	....	....	105,800	246,500	4,579	—	—	....	....	....	21,500	21,500	—	100	....
Jan. 6, 1874	381.0	—	25.0	—	38	15	10	1,127	*Grand Rapids and Indiana*....Mich. & Ind.	10,984,050	*	95,089	188,960	2,800,000	8,000,000	471,099	—	448.5	1,066,389	456,140	363,478	1,129,402	398,850	—	100	....
Dec. 31, 1874	35.4	—	8.0	44.6	5	3	2	225	Grand Rapids, Newago & L. Shore. Mich.	1,097,407	216,750	68,773	2,709	583,001	576,000	233,735	47,901	35.4	73,531	78,501	....	135,180	71,350	—	100	....
May 31, 1874	94.0	—	7.1	—	—	—	—	—	Grand River Valley (M. C.).....Michigan.	2,000,000	—	....	....	500,000	1,500,000	....	—	—	....	....	....	....	144,600	5	100	....
Jun. 30, 1874	24.1	—	6.8	—	6	2	1	340	Grand Tower and Carbondale........Ill.	604,500	117,460	....	....	....	....	721,960	—	24.1	....	....	156,789	106,495	....	—	100	....
Jun. 30, 1874	876.0	561.0	350.0	—	377	269	84	5,631	Grand Trunk ¶..............Canada.	145,917,635	....	473,965	2,272,856	54,942,948	93,720,908	....	—	1,377.0	7,605,717	1,976,629	1,744,762	10,180,725	1,965,185	—	100	....
July 31, 1874	229.0	287.3	167.0	—	217	159	43	4,629	Great Western ¶..............Canada.	39,942,407	*	2,172,035	....	23,741,676	18,373,336	....	—	662.8	4,488,969	1,095,239	1,581,275	5,895,872	4,046,124	1¼	100	....
Mar. 31, 1875	68.8	—	4.7	102.0	5	3	2	65	Gulf, Western Texas and Pacific ¶..Texas.	1,492,000	*	429,822	317	500,000	1,386,000	36,139	—	68.8	....	....	....	164,464	41,742	—	100	....
Jun. 30, 1874	43.4	6.2	2.7	—	—	—	—	—	Hannibal and Naples (T. W. & W.)...Ill.	1,357,000	....	....	....	457,000	900,000	....	—	52.0	141,888	41,917	97,707	128,297	....	—	100	....
Aug. 31, 1872	206.0	90.5	29.2	81.0	79	61	62	1,592	*Hannibal and St. Joseph* ¶.......Missouri.	23,397,728	*	821,792	....	14,250,828	9,146,900	....	—	274.5	1,648,638	320,838	415,563	2,484,671	670,630	—	100	18¼
Dec. 31, 1874	36.0	—	18.0	—	—	—	—	—	Harrisburg and Lancaster (Pa.).......Pa.	1,882,550	—	....	—	1,182,550	700,000	....	—	—	....	....	....	....	....	7	50	104
Sept. 30, 1874	122.4	0.8	22.9	—	31	36	16	337	Hartford, Prov. & Fishkill ¶....Ct. & R. I.	4,237,182	666,873	....	....	2,087,910	2,055,500	100,000	212,017	182.9	598,868	1,254,566	286,918	974,551	157,585	—	100	....
Sept. 30, 1874	74.0	—	7.4	—	19	15	11	409	Housatonic ....Connecticut.	2,484,950	*	376,706	167,340	2,000,000	541,000	852,863	135,133	127.8	....	....	....	694,580	221,298	—	100	....
Dec. 31, 1874	45.0	18.8	16.5	—	20	7	4	77	Huntingdon and Broad Top Mt.....Penn.	4,269,216	*	....	....	1,998,250	2,270,9 6	....	—	58.8	195,272	73,893	385,239	284,721	99,070	—	50	14
Dec. 31, 1874	705.5	—	—	—	196	119	51	4,660	*Illinois Central*..................Illinois.	36,165,291	*	5,959,893	2,386,642	29,000,000	9,842,000	—	5,669,827	1,108.9	5,168,893	1,068,158	2,069,935	7,900,721	2,775,368	8	100	100⅜
Jun. 30, 1874	85.4	—	5.1	67.1	6	4	2	258	Indiana and Illinois Central....Ind. & Ill.	3,814,611	314,504	452,682	....	2,500,000	2,850,000	284,409	—	85.4	105,145	41,890	40,822	83,670	10,716	—	100	....
Jun. 30, 1874	211.5	131.5	47.1	—	73	25	15	1,884	Ind., Bloomington & Western..Ind. & Ill.	13,982,504	1,740,945	19,699	95,017	5,867,500	9,623,000	347,656	—	343.0	2,535,313	294,394	561,383	1,689,527	582,898	—	100	....
Jun. 30, 1874	179.0	—	29.4	—	57	48	12	1,178	Indianapolis, Cinc. & Lafayette..Indiana.	12,312,101	2,450,950	198,099	291,119	5,668,697	10,386,000	1,217,572	—	179.0	1,432,467	565,467	624,679	1,859,475	661,464	—	50	6
Dec. 31, 1874	72.0	—	7.9	—	55	32	17	1,316	Indianapolis and St. Louis........Illinois.	4,799,756	*	327,489	553,837	600,000	3,500,000	980,582	—	265.0	1,554,809	332,829	652,987	1,866,496	181,370	—	50	....
Dec. 31, 1874	117.0	—	18.5	—	6	7	3	197	Indianapolis and Vincennes (Penn.)..Ill.	4,649,449	*	....	....	1,402,000	3,150,000	127,636	—	117.0	....	....	....	274,595	83,207	—	100	....
Dec. 31, 1874	236.0	223.3	20.0	500.0	40	25	8	673	International & Great Northern ¶....Tex.	17,303,652	*	957,202	308,528	5,500,000	11,435,000	1,755,810	—	459.3	769,602	95,820	163,738	1,572,388	747,469	—	100	....
Dec. 31, 1874	183.7	—	9.8	—	—	—	—	—	*Iowa Falls and Sioux City* (Ill. C.).....Ia.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	183.7	—	—	—	415,014	145,259	—	100	82
Jun. 30, 1874	68.8	—	4.7	....	—	—	—	—	Iowa Midland (C. & N. W.)..........Iowa.	1,479,039	—	—	—	44,947	1,350,000	84,092	—	68.8	....	....	....	98,024	22,321	—	100	....
Sept. 30, 1873	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens..............New York.	1,275,472	*	—	—	494,162	600,000	188,114	—	35.6	127,238	24,401	158,125	152,308	70,501	—	100	....
Dec. 31, 1874	236.0	—	23.1	—	15	10	16	198	*Jackson, Lansing and Saginaw*..Michigan.	6,248,000	*	....	....	2,000,000	4,253,000	761,041	—	236.0	606,047	288,762	284,686	718,409	286,033	—	100	....
Jun. 30, 1874	30.7	—	1.0	—	2	2	1	27	Jacksonville (N. W. & S. E.).............Ill.	923,200	*	....	....	313,200	610,000	....	—	30.7	....	....	....	....	....	—	100	....
Dec. 31, 1874	155.0	24.0	8.8	110.0	14	8	3	99	*Jacksonville, Pensacola and Mobile* ¶...Fla.	6,000,000	*	....	....	—	3,472,000	....	—	179.0	(Sold u	nder judg	ment May	7, 1875.)	—			
Dec. 31, 1874	51.1	1.5	18.0	—	—	—	—	—	Jamestown and Franklin (L.S. & M.S.) Pa.	2,504,888	—	—	—	605,027	962,000	1,065,851	—	52.5	....	89,870	402,506	228,892	91,557	—	50	....
Sept. 30, 1874	36.5	9.0	9.3	—	—	—	—	—	Jefferson (Erie)..............Pennsylvania.	5,492,501	—	—	—	2,095,700	2,300,000	1,000,000	—	—	....	....	....	....	225,000	—	50	....
Dec. 31, 1874	110.0	116.0	41.2	—	45	44	...	759	Jeffersonville, Madison and Ind..Indiana.	6,318,943	*	691,857	91,615	2,000,000	4,853,000	328,001	21,415	161.0	....	....	....	1,348,583	519,071	7	100	....
Dec. 31, 1874	37.7	—	4.9	—	—	—	—	—	Joliet and Chicago (C. & A.).......Illinois.	2,000,000	—	....	....	1,500,000	836,000	....	—	—	—	—	—	—	163,127	7	100	95
May 31, 1874	44.0	—	8.2	—	—	—	—	—	Joliet and N. Indiana (M. C.)..Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	—	—	—	—	86,000	8	100	....
Dec. 31, 1874	58.0	—	4.7	—	—	—	—	—	K'm'zoo, All'g'n & G. Rap. (LS&MS). Mich.	1,450,000	—	—	....	610,000	840,000	....	—	—	....	....	....	....	103,800	6	100	....
Dec. 31, 1874	56.0	—	2.5	493.8	4	2	2	81	Kansas Central (3 ft.)..............Kas.	860,422	85,165	....	....	945,587	—	....	—	56.0	....	....	....	....	....	—	100	....
Dec. 31, 1874	199.8	75.2	17.8	—	21	17	16	301	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,914,583	1,128,900	91,049	778,190	2,789,413	6,900,000	1,222,309	—	274.5	....	....	....	1,436,073	494,909	—	100	....
Dec. 31, 1874	31.9	—	1.8	—	—	—	—	—	Kansas City & Santa Fe (L.L. & G.). Kan.	1,440,000	—	—	....	720,000	720,000	....	—	—	—	—	—	—	57,600	—	100	....
Dec. 31, 1874	639.0	34.0	48.0	—	88	55	18	1,142	Kansas Pacific..............Kansas & Col.	34,359,541	*	3,642,589	1,024,398	9,689,950	21,057,600	3,760,805	4,518,178	673.0	1,212,214	138,935	247,203	3,356,750	1,085,704	—	50	14½
Dec. 31, 1874	99.0	—	11.0	—	17	15	6	312	Kentucky Central......................Ky.	(Cl	ose Cor	poration.)	....	—	1,081,000	....	—	99.0	....	....	....	....	....	—		
Mar. 31, 1875	161.5	—	17.7	—	18	11	4	424	Keokuk and Des Moines ....Iowa.	6,240,038	*	36,178	411,259	3,924,600	2,558,720	135,918	68,242	161.5	420,402	146,689	222,346	757,382	282,868	—	100	....
Dec. 31, 1874	49.0	—	2.4	—	5	11	3	58	Knox and Lincoln ....Maine.	2,707,573	*	....	....	263,335	2,395,000	....	—	49.0	113,390	108,914	32,960	161,569	82,843	—	100	....
Jun. 30, 1874	29.0	—	3.6	—	—	—	—	—	La Crosse, Tremp. & Pres. (C.&N.W.) Wis.	1,376,774	—	—	—	1,000	1,000,000	375,774	—	29.0	....	....	....	222,521	138,136	—	100	....
Jun. 30, 1874	81.0	—	3.9	—	—	—	—	—	Laf., Bloom'ton & Miss. (T.W.&W.)..Ill.	2,300,000	—	—	....	1,000,000	1,300,000	—	—	81.0	584,929	51,719	105,707	108,664	54,230	—	100	....
Dec. 31, 1874	36.0	—	1.8	89.0	—	—	—	—	Laf., Muncie & Bloom'ton (T.W.&W.). Ill.	783,078	—	....	....	117,078	666,000	—	—	36.0	....	21,832	81,799	78,492	22,129	—	100	....
Jun. 30, 1874	87.7	—	3.8	92.3	6	4	3	82	Lake Erie and Louisville............Ohio.	2,508,483	*	83,900	20,140	1,115,650	890,000	606,878	—	87.7	138,744	82,940	58,220	126,026	8,146	—	100	....
Sept. 30, 1874	51.3	—	5.5	100.7	6	8	2	201	Lake Ontario Shore Line.......New York.	4,030,917	*	....	....	1,873,503	2,156,800	—	—	51.3	69,194	74,281	76,460	98,147	(Loss.)	—	100	....
Dec. 31, 1874	540.4	635.0	660.0	—	497	174	83	10185	Lake Shore & Mich. S.N.Y.P.,O. Ind. & Ill.	68,125,992	14,283,471	7,482,546	2,789,856	50,000,000	38,035,000	2,467,562	2,179,308	1,175.0	9,611,084	3,096,263	5,221,267	17,146,131	5,578,859	3¼	100	63¾
Jun. 30, 1874	93.1	8.0	22.6	—	15	6	2	328	Lake Shore and Tuscarawas Valley. Ohio.	4,585,170	*	64,303	587,978	2,024,295	2,876,000	283,956	153,300	101.1	....	152,604	283,109	340,089	136,037	—	100	....
Jun. 30, 1874	156.0	—	14.0	—	11	10	5	374	Lake Superior and Mississippi.....Minn.	7,331,575	514,783	88,436	....	5,125,000	7,700,000	168,043	—	169.0	512,573	59,877	176,385	726,399	203,711	—	100	....
Dec. 31, 1874	18.0	4.0	12.2	—	—	—	—	—	Lawrence (P. F. W. & C.) ....Pa.	789,779	—	9,975	48,641	450,000	355,000	908	42,486	22.0	....	....	....	174,644	65,534	10	50	....
Dec. 31, 1874	21.3	—	2.1	—	—	—	—	—	Leav'worth, Atchison & Nthw. (Pac.). Ks.	1,200,000	—	—	....	600,000	600,000	....	—	—	—	—	—	—	42,000	—	100	....
Apr. 30, 1873	144.1	1.8	9.2	—	20	14	9	255	*Leavenworth, Lawrence & Galveston* ...Ks.	5,378,157	604,364	4,560,061	125,119	5,000,000	5,880,000	514,522	273,173	208.6	....	....	....	479,756	16,268	—	100	....
Dec. 31, 1874	15.0	—	2.1	21.0	—	—	—	—	Lehigh and Lackawanna (L. & S.).....Pa.	675,100	—	—	—	375,100	300,000	—	—	15.0	....	....	....	....	18,000	—	50	....
Dec. 31, 1874	105.0	82.3	109.0	—	—	—	—	—	Lehigh and Susquehanna (C. of N. J.). Pa.	13,046,208	—	16,755,638	732,938	9,949,900	14,906,670	2,375,644	3,302,569	187.8	1,987,322	....	....	3,385,301	1,128,434	8	50	....
Sept. 30, 1874	101.0	130.8	235.6	—	199	49	29	18969	Lehigh Valley..........................Pa.	22,550,000	*	18,864,447	—	24,505,447	16,859,000	—	—	231.8	....	1,169,201	6,110,769	6,759,391	3,471,418	10	50	126
Dec. 31, 1874	120.0	76.7	36.3	—	46	30	24	691	Little Miami & Col. & Xenia (Pa. Co.) O.	6,888,070	*	....	....	4,608,250	2,242,000	....	....	196.7	....	....	....	1,448,056	375,870	8	50	....
Dec. 31, 1874	120.0	—	4.1	40.0	7	4	1	60	*Little Rock and Fort Smith* ¶..........Ark.	9,850,000	*	—	....	4,675,000	4,675,000	....	—	120.0	....	....	....	100,000	10,000	—	100	....
Apr. 30, 1874	70.0	—	....	50.0	2	1	1	12	Little Rock, Pine Bluff & N. O. ¶ (nar.) Pa.	1,400,000	*	—	....	700,000	700,000	....	—	....	(Operat	ions not r	eported.)			—	100	....
Nov. 30, 1874	28.8	3.0	27.2	—	—	—	—	—	Little Schuylkill (P. & R.)...............Pa.	1,416,188	—	1,989,412	—	2,646,100	759,500	—	—	—	—	—	—	—	271,436	7	50	103
Dec. 31, 1874	93.0	2.0	5.6	—	9	4	—	305	Logansport, Crawfordsville & S. W..Ind.	3,500,000	*	—	....	1,500,000	2,000,000	....	—	95.0	....	....	....	249,978	L. 79,801	—	100	....
Dec. 31, 1874	9.0	—	0.4	—	—	—	—	—	Long Branch and Sea Shore (N.J.S.). N. J.	398,863	—	—	—	171,800	200,000	—	—	—	—	—	—	—	12,000	—	100	....
Sept. 30, 1874	94.0	64.0	16.9	—	25	56	8	265	Long Island ¶.......................N. Y.	5,291,902	*	....	....	3,300,000	1,500,000	200,000	....	156.0	....	....	....	838,582	377,790	—	100	....
Dec. 31, 1874	101.1	—	9.9	100.0	—	—	—	—	Louisiana & Missouri River (C.&A.)..Mo.	5,902,440	—	....	....	....	2,506,000	....	—	101.1	(Sol	d Apr. 22,	1875.)	....	....	—	100	....
Jun. 30, 1874	109.0	84.5	26.5	—	38	27	14	450	Louisville, Cincinnati and Lexington..Ky.	8,628,411	*	....	....	3,842,127	4,226,019	1,722,721	—	231.1	1,057,797	467,652	258,777	1,212,027	235,452	—	100	....
Dec. 1, 1873	288.0	—	17.0	—	36	15	10	479	Louisv., New Albany and Chicago...Ind.	(nomina	l.) *	....	....	3,000,000	—	....	—	288.0	(No ret	urns furni	shed.)		....	—	100	....
Jun. 30, 1874	27.8	—	1.0	153.2	2	1	—	15	Louisv., N. Alb. & St. L. A. L..Ind. & Ill.	2,585,980	*	....	....	1,811,810	495,000	539,780	—	27.8	23,788	8,017	5,498	13,841	—	—	100	....
Jun. 30, 1874	185.0	420.8	63.9	—	184	59	46	3,102	Louisv., Nashv. & Gt. So. ¶..Ky. & Tenn.	23,691,299	*	4,485,675	1,056,787	8,984,601	14,767,000	8,001,128	2,481,083	919.9	....	....	....	5,510,695	1,565,382	—	100	40
Sept. 30, 1874	12.4	—	2.8	—	—	—	—	—	Lowell and Lawrence (B. & L.). ...Mass.	363,158	—	—	—	200,000	54,700	—	114,617	—	—	—	—	21,786	18,966	6	100	....
Mar. 31, 1874	79.0	—	3.9	—	—	—	—	—	Macon and Augusta (Ga.)...............Ga.	2,741,541	—	—	....	1,971,541	770,000	....	—	79.0	....	....	....	121,374	20,969	—	100	....
Dec. 31, 1874	187.0	10.0	5.5	—	12	10	4	170	Macon and Brunswick ¶...............Ga.	6,000,000	*	—	....	3,500,000	2,250,000	....	—	197.0	....	....	....	437,298	148,338	—	100	....
Jun. 30, 1874	38.0	3.0	3.6	—	—	—	—	—	Mahoning Coal (L. S. & M. S.)......Ohio.	2,709,143	—	—	93,781	1,250,000	1,440,000	12,874	—	—	—	—	—	—	33,77	—	100	....

Dec. 31, 1874	129.0	18.1	27.9	—	62	68	41	1,493	Maine Central ¶ ..... Maine.	9,962,819	1,650,579	190,398	1,031,054	3,602,000	6,551,157	2,078,232	603,460	357.0	1,251,026	752,724	452,400	2,094,080	812,399	—	100	40
Mar. 31, 1874	22.4	—	3.1	—	....	....	....	....	Manchester and Lawrence... N.H.& Mass.	825,000	175,000	72,124	52,902	1,000,000	—	35,920	89,106	26.0	77,940	160,909	72,314	190,037	190,722	10	100	130
Sept. 30, 1874	26.3	—	4.7	—	....	....	....	....	Mansfield & Framingham(B.C.&F.). Mass.	844,891	—	6,083	....	201,580	440,000	100,920	....	—	....	....	....	49,638	47,886	—	100	27¾
Dec. 31, 1874	70.7	—	2.1	152.3	—	—	—	—	Mans'fd, C'd Water & L.M.(Pa.)O.& Mich.	3,081,092	—	—	160,155	1,481,092	1,600,000	160,155	—	44.0	....	....	....	95,060	12,201	—	50	....
Dec. 31, 1874	196.8	80.0	64.4	—	80	27	18	1,553	Marietta and Cincinnati..... Ohio.	23,580,620	*	2,652,379	5,158,505	14,000,000	11,207,887	6,083,618	—	282.4	2,643,800	607,503	801,596	2,094,511	522,151	—	100	....
Jun. 30, 1874	97.0	5.5	6.5	—	6	6	2	114	Marietta, Pittsburg and Cleveland... Ohio.	3,413,749	*	—	151,035	1,473,393	1,520,000	498,264	63,121	102.5	....	74,952	57,349	115,418	....	—	100	....
Dec. 31, 1874	62.8	26.0	20.0	—	30	5	2	1,735	*Marquette Hough. & Ontonagon*..... Mich.	7,160,402	1,091,064	110,290	311,844	2,306,600	5,456,000	669,869	141,131	88.8	358,986	119,548	641,012	832,974	399,022	—	100	....
Dec. 31, 1874	54.0	—	2.0	—	3	3	1	16	Maryland and Del. (N.J.S.).. Md. and Del.	1,500,000	*	....	....	500,000	1,000,000	....	—	54.0	96,500	....	....	....	....	—	100	....
Jun. 30, 1874	271.0	19.0	25.0	—	45	34	10	744	Mem. & Char. (S.R.S.Co.)... T., M. & Ala.	8,770,952	*	245,456	935,375	5,312,725	4,107,142	551,816	....	290.0	....	....	....	1,300,473	370,108	—	100	....
Jun. 30, 1874	131.0	—	2.5	—	14	8	3	138	Memphis and Little Rock¶..... Arkansas.	(Ne	w comp	any not y	et repor	ting.)				131.0	....	....	....	527,301	239,109	—	100	....
Dec. 31, 1874	22.5	—	2.3	—	—	—	—	—	Mercer & Somerset(U.Co's of N. J.).N.J.	760,247	—	—	—	272,710	—	500,000	—	22.5	....	....	....	19,690	6,298	7	100	....
Dec. 31, 1874	13.6	16.0	4.0	—	—	—	—	—	Michigan Air Line (M. C.).. Mich. & Ind.	2,698,847	—	—	—	....	1,900,000	554,531	—	—	—	—	—	—	162,000	—	100	....
May 31, 1874	103.0	—	11.3	—	—	—	—	—	Michigan Central..... Mich., Ind. & Ill.	27,668,325	*	6,154,045	621,401	18,738,204	13,235,000	825,802	1,639,765	788.0	5,015,615	831,489	1,641,280	7,102,286	2,034,159	—	100	59¾
May 31, 1875	285.0	103.0	191.6	—	211	119	39	4,932	Michigan Lake Shore (Pa.)..... Michigan.	1,340,125	—	....	....	880,000	880,000	....	—	68.5	672,901	123,901	72,108	109,822	....	—	100	....
Dec. 31, 1874	57.5	11.0	3.5	—	3	3	1	102	Michigan Lake Shore (Pa.)..... Canada.	378,246	—	....	....	1,566,451	1,630,000	411,912	—	119.0	376,962	109,301	163,927	329,401	138,302	—	100	....
Dec. 31, 1874	86.0	33.0	13.0	39.0	22	8	19	401	Midland Pacific ..... Nebraska.	2,600,000	*	....	....	1,500,000	1,100,000	....	—	84.0	....	....	....	....	....	—	100	....
Dec. 31, 1874	84.0	—	5.0	100.0	5	3	2	100	Milledgville & Eatonton (C. of Ga.)... Ga.	600,000	—	—	—	200,000	—	—	—	—	—	—	—	—	14,000	7	100	....
Nov. 30, 1874	39.0	—	1.9	—	—	—	—	—	Milwaukee and Northern (W. C.)..... Wis.	4,300,329	—	....	....	2,014,700	2,134,000	152,129	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1874	13.6	16.0	4.0	—	—	—	—	—	Milwaukee L. Shore and Western.... Wis.	4,200,000	*	....	....	1,500,000	2,700,000	....	—	119.7	....	....	....	....	....	—	100	....
Mar. 31, 1873	90.0	45.0	2.1	—	7	—	—	125	Mine Hill and Schuy'l Haven(P.&R.).Pa.	3,969,100	—	....	....	3,969,100	—	....	—	—	—	—	—	—	317,528	8	50	107¾
Dec. 31, 1874	52.8	—	86.1	—	—	—	—	—	Mineral Range ..... Michigan.	248,540	47,703	47,093	39,662	101,525	167,500	82,101	31,873	12.5	38,719	70,824	60,060	99,121	43,763	—	100	....
Dec. 31, 1874	12.5	—	1.5	87.5	2	4	1	23	Missiquoi (C. V.)..... Vt.	748,500	—	—	—	243,500	500,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1874	27.5	1.3	2.7	—	—	—	—	—	Mississippi Cen. ¶ (S.R.As.)M.K.& Tenn.	17,266,837	*	....	....	5,425,535	8,000,000	3,831,302	—	237.0	....	....	....	1,442,525	619,194	—	100	....
Dec. 31, 1873	349.1	—	40.7	—	63	28	13	867	Mississippi and Tennessee¶. Miss. & Tenn.	2,932,433	*	....	149,246	825,407	2,265,744	149,665	—	100.0	283,440	....	....	500,732	224,636	—	100	....
Sept. 30, 1874	100.0	—	6.8	—	13	12	4	154	Mississippi Valley and Western..... Mo.	1,600,000	*	....	....	800,000	800,000	....	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1873	42.0	—	4.8	225.0	4	5	4	152	Missouri, Iowa and Nebraska.. Mo. & Ia.	2,000,000	*	....	....	1,500,000	2,000,000	....	—	85.0	....	....	....	17,907	....	—	100	....
Dec. 31 1874	85.0	—	4.0	215.0	5	2	2	80	Missouri, Kansas and Texas.. M.K.& Tex.	40,761,594	2,016,176	1,237,205	412,877	21,405,000	17,874,000	5,148,852	—	786.0	1,872,185	168,608	329,712	3,523,074	1,642,714	—	100	11¾
Mar. 31, 1874	575.5	210.5	47.5	—	66	35	28	1,170	Missouri River, Ft. Scott & Gulf. Kansas.	13,962,108	*	....	....	5,993,000	6,947,000	301,713	—	160.0	....	....	....	693,400	283,021	—	100	....
Dec. 31, 1874	160.0	—	10.2	—	21	14	7	849	Missouri River, Ft. Scott & Gulf. Kansas.	1,715,521	294,871	105,601	17,675	1,279,983	711,000	143,655	—	84.0	....	29,410	....	135,968	4,241	—	100	....
May 31, 1874	84.0	—	6.5	144.0	4	5	2	67	*Mobile and Girard*¶..... Alabama.	2,022,518	337,009	168,600	111,682	3,261,000	44,617	67,064	—	170.0	....	....	....	653,017	159,906	—	100	....
Dec. 31, 1874	179.0	—	6.2	—	60	13	6	227	Mobile and Montgomery ¶..... Alabama.	5,777,909	*	3,336,959	365,686	5,320,000	12,132,628	1,166,492	2,472,374	528.6	1,292,727	250,000	343,483	2,391,019	707,865	—	100	....
Dec. 31, 1874	472.0	56.6	47.5	—	93	31	17	947	*Mobile and Ohio*.. Ala., Miss., Tenn. & Ky.	18,126,865	*	455,953	55,428	1,149,350	1,810,000	695,031	—	80.0	....	....	....	146,151	11,033	—	100	....
Oct. 31, 1874	80.0	—	3.3	—	2	5	2	59	Montg'y and Eufaula¶(L.N.&Gt.S.).. Ala.	3,142,999	*	....	....	420,207	650,000	55 985	—	23.7	20,512	22,687	23,160	35,394	6,438	—	100	....
Sept. 30, 1874	23.7	—	4.3	—	—	—	—	—	Monticello and Port Jervis (Erie)... N. Y.	1,080,853	—	....	....	15,000,000	14,873,000	498,056	—	137.6	....	....	....	3,946,161	1,204,888	7	100	104¾
Dec. 31, 1874	84.0	34.0	121.0	—	36	24	11	1,013	Morris and Essex (D. L.&W.).. N. Jersey.	18,152,259	12,218,797	....	....	262,000	450,000	....	—	29.2	58,343	52,767	36,841	26,918	df.12,173	—	100	....
Sept. 30, 1874	20.2	—	1.9	—	5	5	4	90	Nashua, Acton & B.(B.& L.)N.H.&Mass.	693,466	*	....	....	800,000	200,000	193,478	201,657	43.2	391,835	946,432	259,954	590,146	75,543	9	100	86
Sept. 30, 1874	14.5	—	21.8	—	19	23	9	263	Nashua and Lowell (B.& L.)N.H.& Mass.	893,248	194,720	258,061	49,103	1,511,807	2,450,000	528,841	—	134.5	....	....	....	667,946	144,399	—	100	....
Jun. 30, 1874	122.0	12.5	9.1	—	22	9	6	177	Nashv. & Decatur ¶(L.N.&Gt.S.)T.& Ala.	4,490,648	*	....	....	6,715,296	6,812,000	404,627	90,832	342.0	1,570,267	219,216	546,388	1,876,632	582,876	3½	100	....
Jun. 30, 1874	321.0	21.0	31.5	—	83	26	11	1,014	Nashv., Chattanooga & St.Louis¶.T.& Ala.	13,387,296	*	270,113	224,845	1,882,900	102,000	26,490	251,262	61.5	....	....	....	491,767	187,122	10	100	....
Sept. 30 1874	57.0	4.5	4.0	—	12	14	4	281	Naugatuck ..... Connecticut.	2,056,852	*	137,320	68,480	250,000	250,000	....	—	—	—	—	—	—	41,500	7	100	....
Dec. 31, 1874	4.8	—	5.5	—	—	—	—	—	Newark and Hudson (Erie)..... N. J.	600,000	—	....	....	977,500	600,000	928,333	—	—	—	—	—	—	175,000	7	100	....
Dec. 31, 1874	11.3	—	12.0	—	—	—	—	—	Newark and New York (Erie)..... N. J.	2,505,833	—	....	....	937,400	800,000	135,406	—	44.0	....	....	....	172,279	52,322	—	100	....
Sept. 30, 1874	43.7	1.2	4.1	—	9	1	—	17	Newark, Som'rst & Str'sv'le(S.M.&N.).O.	1,841,302	*	31,504	....	1,678,500	521,500	97,420	37,169	57.3	232,643	439,548	279,274	430,362	148,860	7	100	111
Sept. 30, 1874	32.6	24.7	15.6	—	—	—	—	—	New Bedford ..... Mass.	1,780,678	—	470,101	92,810	164,050	91,759	4,102	—	8.3	20,142	86,544	5,458	19,697	8,009	—	100	....
Sept. 30, 1874	8.3	—	0.5	—	2	1	—	—	New Canaan ..... Conn.	267,319	*	—	2,602	605,000	—	....	219,528	14.9	....	....	....	352,319	221,052	10	50	....
Dec. 31, 1874	14.9	—	3.2	—	—	—	—	—	Newcastle& Beaver Val.(P.Ft.W.&C.)Pa.	824,528	—	....	....	455,700	500,000	100,000	—	13.0	42,650	139,356	24,617	80,266	24,832	—	50	....
Sept. 30, 1874	13.0	—	1.5	—	4	4	2	27	New Haven and Derby..... Conn.	1,069,601	*	....	....	1,938,000	4,000,000	....	—	50.6	115,128	103,258	38,370	133,392	38,668	—	100	....
Sept. 30, 1874	50.0	—	2.5	—	4	5	3	56	N. Hav., Middlet'n & Willimantic. Conn.	6,077,150	*	....	....	2,460,000	1,900,000	402,505	—	109.3	399,400	372,928	277,874	649,645	176,749	3	100	....
Sept. 30, 1874	83.9	15.1	22.0	—	20	17	11	428	New Haven and Northamp.Conn. & Mass.	3,819,183	794,959	144,762	6,601	1,423,745	4,803,000	516,796	—	74.0	....	....	....	560,389	105,786	—	100	....
Dec. 31 1874	74.0	—	6.9	—	8	16	3	179	New Jersey Midland..... New Jersey.	6,083,677	439,842	....	....	5,000,000	4,820,000	....	—	175.3	....	444,897	142,054	513,655	111,599	—	100	1¾
Dec. 31, 1874	70.5	45.3	12.7	—	31	31	12	225	New Jersey Southern..... New Jersey.	9,820,000	*	....	....	1,500,000	500,000	....	—	....	....	....	....	171,262	166 320	8	100	104¾
Sept. 30, 1874	100.0	—	12.7	—	21	15	8	264	N. London Northern (C.V.)Conn.& Mass.	1,775,223	187,443	75,000	—	14,022,650	21,000,000	2,221,457	—	569.0	(6 mos.	....	224,035	1,794,672	883,117	—	100	....
Dec. 31, 1874	548.0	21.0	79.0	—	120	59	28	1,797	N. O., St. Louis & Chic. La., Miss., T.& Ky.	30,926,777	3,165,700	524,613	2,627,016	....	....	....	—	....	....	....	....	....	....	—	100	....
Dec. 31, 1872	203.0	—	....	532.0	....	....	....	....	N. O., Mobile and Texas ¶... Ala.M.& La.	6,500,000	*	(No	account	can be ob	tained.)	....	—	134.8	....	....	....	2,501,814	....	8	100	142¾
Sept. 30, 1874	130.8	4.0	46.9	—	—	—	—	—	N. York and Harlem(N.Y.C.&H.R.).N.Y.	16,038,067	*	....	....	9,000,000	7,038,069	....	—	139.0	658,214	1,774,710	362,513	915,290	197,950	—	100	19
Sept. 30, 1874	85.8	53.2	30.7	71.0	30	39	20	415	New York and New England.. M.& Conn.	22,500,000	*	....	....	....	22,500,000	....	—	433.3	1,314,540	591,579	455,372	1,164,519	1,280,285	—	100	....
Sept. 30, 1874	248.0	131.0	56.0	—	86	54	37	1,759	New York and Oswego Midland.... N.Y.	26,043,392	*	....	....	6,800,522	16,073,500	6,274,630	—	1,000.2	3,636 293	9,878,352	6,114,678	31,650,387	10,237,164	8	100	114¾
Sept. 30, 1874	441.8	299.9	128.0	—	512	512	217	14736	New York Central & Hudson River.N.Y.	92,506,504	*	....	....	39,428,300	38,484,742	1,167	—	74.0	114,354	109,103	66,069	211,077	24,544	—	100	....
Sept. 30, 1874	74.0	—	5.3	76.0	7	10	3	131	New York, Kingston and Syracuse. N.Y.	3,245,921	*	....	....	2,662,922	1,480,000	....	—	253.5	287,757	24,643	39,111	365,343	24,718	—	100	....
Sept. 30, 1874	123.0	18.5	168.5	—	89	171	59	1,309	N. Y., N. H. & Hartford. N.Y. C.& Mass.	13,419,273	2,073,911	1,020,108	2,307,846	15,509,000	1,170,500	467,987	1,682,652	153.8	1,964,169	3,926,019	815,379	4,402,015	1,797,361	10	100	151¼
Aug. 31, 1874	62.5	1.3	57.0	—	24	25	8	238	N. Y., Providence & Boston..Conn.&R.I.	2,903,092	*	....	....	2,500,000	1,253,000	....	—	63.8	486,430	637,760	254,110	947,360	383,657	10	100	135
Sept. 30, 1874	99.0	—	3.6	—	—	—	—	—	Niag. F. & Canandaigua (N. Y. C.).N.Y.	3,210,616	—	....	....	1,000,000	—	....	—	—	—	—	—	—	60,000	6	100	....
May 31, 1874	223.0	—	11.7	—	24	18	10	285	North Carolina ¶ (R. & D.)..... N.C.	4,942,261	*	366,200	101,861	4,000,000	418,500	178,889	812,933	—	—	—	—	266,478	234,393	2½	100	....
Feb. 28, 1875	102.0	—	9.6	—	14	14	5	141	Northeastern ¶..... S. C.	2,148,151	*	81,476	15,175	996,850	1,677,500	150,296	21,636	102.0	297,181	61,351	....	416,956	175,442	—	50	....
Dec. 31, 1873	72.0	—	8.0	118.0	—	—	—	—	North Louisiana and Texas..... La.	....	—	....	....	....	....	....	—	72.0	....	....	....	....	....	—	100	....
Oct. 31, 1874	55.6	12.1	49.6	—	49	59	24	969	North Pennsylvania..... Pa.	6,229,344	1,411,867	1,880,489	731,084	3,699,450	5,330,000	708,962	514,372	67.7	736,775	1,052,559	....	1,424,463	594,757	5	50	109
Jun. 30, 1874	62.6	—	3.8	—	—	—	—	—	Northwestern Union (C. & N. W.)... Wis.	3,500,000	—	....	....	....	3,500,000	....	—	62.6	....	....	....	165,049	108,383	—	100	....
Dec. 31, 1874	23.0	—	1.0	112.0	2	2	4	16	North and South Georgia ¶..... Ga.	656,000	24,197	33,902	....	412,523	240,000	61,575	—	23.0	....	....	....	18,309	1,622	—	100	....
Dec. 31, 1874	188.0	4.0	129.5	—	152	69	42	6,255	Northern Central ¶..... Md. & Pa.	12,438,286	3,740,387	4,057,922	690,998	5,842,000	13,500,000	1,502,995	82,705	357.0	2,959,394	1,347,001	5,216,591	4,676,500	1,077,171	3½	50	76¼
Mar. 31, 1875	69.2	13.4	19.1	—	29	16	7	532	Northern New Hampshire..... N. H.	3,068,400	*	452,317	399,264	3,068,400	100	312,666	538,815	82.6	501,264	181,268	416,013	636,126	166,378	7	100	77¾
Dec. 31, 1874	21.3	—	4.9	—	—	—	—	—	Northern New Jersey (Erie).N.Y. & N. J.	527,452	—	872,548	—	1,000,000	400,000	—	—	21.3	....	....	....	295,056	41,493	4	100	....
Jun. 30, 1874	229.5	24.0	11.5	....	77	21	25	1,583	*Northern Pacific*... Minn., Dak., Wash. &c.	18,919,070	2,434,346	....	....	202,326	30,779,904	772,735	—	253.5	287,757	24,643	39,111	365,343	24,718	—	100	....
Sept. 30, 1874	59.4	7.0	13.6	—	21	15	8	264	Norwich and Worcester ¶.. Conn. & Mass.	2,468,983	149,711	813,968	—	2,604,400	784,000	....	798,817	66.4	393,558	273,295	299,810	856,494	351,289	10	100	125¼
Sept. 30, 1874	118.0	4.0	18.0	—	34	15	11	2,059	Ogdensburg & L. Champlain(C.V.).N.Y.	5,796,921	*	....	....	5,077,900	968,000	....	—	122.0	583,271	142,872	341,694	853 344	252,042	7	100	31¼
Jun. 30, 1874	340.0	55.0	39.1	—	114	58	34	2,588	Ohio and Mississippi..... O., Ind. & Ill.	35,527,563	—	....	518,715	24,030,000	10,863,000	603,905	—	395.0	3,020,602	469,185	931,465	3,478,074	931,193	—	100	21¼
Dec. 31, 1874	95.0	23.0	33.0	—	32	19	5	301	Oil Creek and Allegheny Valley..... Pa.	8,605,962	1,008,331	....	....	4,959,450	3,680,000	355,329	....	123.0	572,772	513,162	649,331	846,852	348,409	—	50	30¼
Sept. 30, 1874	217.1	47.9	72.0	—	62	137	25	1,224	Old Colony..... Mass.	10,519,176	—	1,832,208	699,490	6,687,300	4,438,000	926,549	699,124	265.0	1,377,379	4,375,316	633,727	2,390,310	756,344	7	100	105
Sept. 30, 1874	28.6	—	8.9	—	—	—	—	—	Oswego and Rome..... N. Y.	950,953	—	....	....	268,000	612,100	....	—	—	—	—	—	50 p. c.	—	8	100	....
Sept. 30, 1874	35.0	—	57.9	—	11	12	4	258	Oswego and Syracuse (D. L. & W.).N.Y.	1,512,670	*	....	....	1,150,400	174,000	....	188,670	....	....	....	....	397,744	89,110	9	100	....
Dec. 31, 1874	288.5	15.5	32.0	—	—	—	—	—	*Pacific* (A. and P.)..... Mo.	20,987,000	—	....	....	6,803,000	13,184,000	....	—	—	—	—	—	—	1,201,170	5	100	12¾
Dec. 31, 1874	168.0	—	18.6	—	8	4	3	82	Paducah and Memphis.... Ky. and Tenn.	5,221,293	*	407,521	209,481	2,927,150	1,541,000	1,202,618	167,624	168.0	....	....	....	201,480	80,455	—	100	....
Jun. 30, 1874	79.0	—	5.5	—	8	2	2	52	Painesville and Youngstown..... O.	3,353,024	*	....	....	2,000,000	1,279,845	73,978	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1874	47.6	—	11.8	—	20	26	4	486	Panama ..... New Grenada.	10,000,000	*	....	....	7,000,000	585,800	....	—	47.6	....	....	....	1,718,680	1,252,602	12	100	180¼
Jun. 30, 1874	34.5	—	0.9	—	—	—	—	—	Paris and Danville..... Ill.	678,691	—	452,500	....	715,000	1,190,000	20,000	—	34.5	45,072	30,557	15,085	38,523	....	—	100	....
Jun. 30, 1874	71.0	2.8	2.6	—	6	5	3	126	Paris and Decatur..... Ill.	2,800,000	*	....	....	1,600,000	1,200,000	300,000	—	95.0	102,799	....	....	150,802	....	—	100	....
Dec. 31, 1874	11.5	—	14.5	—	—	—	—	—	Paterson and Hudson (Erie)..... N. J.	630,000	—	....	....	630,000	—	....	—	—	—	—	—	—	53,400	9	100	....
Dec. 31, 1874	10.8	—	2.4	—	—	—	—	—	Paterson and Newark (Erie)..... N. J.	750,000	—	....	....	250,000	500,000	....	—	10.8	....	....	....	—	35 p. c.	—	100	....
Dec. 31, 1874	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo (Erie)..... N. J.	360,000	—	....	....	248,000	100,000	....	—	—	—	—	—	—	26,500	8	100	....
Jun. 30 1874	67.2	—	5.6	—	—	—	—	—	Pekin, Lincoln and Decatur..... Ill.	2,576,000	—	....	....	1,500,000	1,076,000	....	—	71.0	114,698	93,800	52,725	145,344	49,957	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending	Railroad: Main Line (M.)	Branch Line (M.)	2d Track and Sidings (M.)	Railroad in progress (M.)	Rolling Stock: Engines	Cars: Pass.	B. M. E.	Freight	Companies	Abstract of General Balance Sheet — Property and Assets: Railroad ($)	Rolling Stock ($)	Assets ($)	Accounts and Cash ($)
Dec. 31, 1874	358.0	519.0	554.9	—	882	394	154	16849	Pennsylvania .... Pennsylvania.	36,199,646	16,188,961	93,870,695	4,129,856
Dec. 31, 1874	47.0	15.9	57.0	—	23	8	—	2,560	Pennsylvania Coal .... Pennsylvania.	2,000,000	*	1,607,100	....
Dec. 31, 1874	44.5	—	1.6	—					Pennsylvania and Delaware (Penn.) .. Pa.	2,502,000	—		....
Nov. 30, 1874	104.3	21.4	59.3	—	30	2	—	1,413	Pennsylvania and N. York. N.Y. & Penn.	5,351,750	791,077	....	....
Nov. 30, 1874	23.8	—	3.5	12.7					Perkiomen (P. & R.) .... Pa.	1,471,922			
Dec. 31, 1874	45.2	—	2.0	—	4	4	1	53	Pensacola and Louisville ‡ .... Fla.	455,327	64,300	150,000	....
Dec. 31, 1870	—	—	—	70.0					Peoria, Atlanta and Decatur .... Ill.	800,000	—		
Jun. 30, 1874	46.8	—	7.4	—					Peoria and Bureau Valley (C.R.I.&P.) Ill.	1,566,000	—		
Jun. 30, 1874	83.0	—	12.0	—	12	7	7	188	Peoria, Pekin and Jacksonville ... Illinois	3,289,700	*		....
Jun. 30, 1874	91.0	—	4.0	—	7	5	2	90	Peoria and Rock Island .... Ill.	3,793,496	*	....	....
Dec. 31, 1873	64.0	18.0	8.0	—	12	9	5	121	Petersburg ‡ .... Virginia.	1,817,985	*	....	....
Oct. 31, 1874	46.0	—	6.5	—	10	8	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,811,170	177,744	—	....
Dec. 31, 1874	287.6	—	189.3	—					Philadelphia and Erie ‡ (Penn.) ... Pa.	23,701,328	—	1,940,122	566,466
Nov. 30, 1874	17.1	8.1	13.7	—	24	45	—	205	Phila., Germ. and Norrist'n (P. & R.) .. Pa.	1,146,538	366,261	500,793	....
Dec. 31, 1874	4.0	—	—	28.9					Phila., Newtown and New York .... Pa.	692,051			
Nov. 30, 1874	96.4	228.6	438.7	—	405	220	59	18692	Philadelphia and Reading .. Pennsylvania.	29,630,192	8,787,572	58,160,650	8,336,852
Dec. 31, 1874	26.6	—	39.9	—					Philadelphia and Trenton (Penn.) ... Pa.	1,552,116	—	329,626	....
Oct. 31, 1874	94.9	14.0	127.1	—	72	95	66	1,871	Phila., Wilm. and Baltimore. Pa. D. & Md.	11,936,346	*	2,477,261	120,003
Nov. 30, 1874	11.3	—	0.4	—					Pickering Valley (P. & R.) .... Pa.	474,551			....
Dec. 31, 1874	193.0	8.0	63.9	—	110	36	19	1,658	Pittsburg, Cin. & St. Louis ... Pa. & Ohio.	16,003,306	3,750,577	....	....
Dec. 31, 1874	468.4	—	201.4	—	278	135	55	5,286	Pittsburg, Ft. W. and Chic .. P., O., I. & I.	37,349,285	*	....	....
Dec. 31, 1874	30.0	—	12.7	150.0	5	6	3	95	Pitt'sbg, Virg. & Charleston .. Pa. & W. Va.	1,206,820	65,060	587,058	....
Dec. 31, 1874	149.6	1.9	37.7	—	26	15	7	203	Pittsburg, Washington & Balt ... Pa. & Md.	11,961,912	466,725	110,891	....
Sept. 30, 1874	18.6	—	1.4	—					Pittsfield and North Adams (B.&A.) Mass.	443,685	—	6,315	—
Dec. 31, 1874	78.0	—	6.3	38.0	7	16	4	143	Portland and Ogdensburg .... Me. & N. H.	2,393,687	220,014	—	....
Aug. 31, 1874	52.5	—	5.3	—	6	7	4	139	Portland and Rochester ..... Me. & N. H.	1,941,396	*	234,897	13,729
Dec. 31, 1874	51.0	—	8.7	—					Portland, Saco and Portsmouth (Etn.). Me.	1,500,000	—	—	—
Apl. 30, 1874	111.8	—	6.0	—	9	6	4	167	Port Royal ‡ (Ga.) ...... South Carolina.	4,800,000	*	—	....
Sept. 30, 1874	71.4	—	5.1	—					Portsm'th, Gt. Falls & Conway (Etn.). Me.	1,229,689	—	....	....
Sept. 30, 1874	41.9	—	2.3	4.8	4	5	—	60	Poughkeepsie and Eastern .... New York.	1,475,430	*	....	....
Sept. 30, 1874	23.0	—	3.0	57.0	3	3	3	77	Providence and Springfield .. R.I. & Mass.	909,267	99,714	—	....
Sept. 30, 1874	5.8	—	0.5	—					Providence, Warren and Bristol ...... R. I.	296,482	—	—	170,063
Sept. 30, 1874	43.4	1.0	26.2	—	29	41	...	1,257	Providence and Worcester .. R. I. & Mass.	2,532,246	833,413	176,034	108,022
Dec. 31, 1874	36.0	—	2.0	—	4	3	2	—	Queen Anne and Kent ‡ ...... Del. & Md.	351,000	*	32,200	48,400
Jun. 30, 1874	41.7	4.6	4.0	—	1	2	2	2	Quincy, Alton and St. Louis .... Ill.	1,931,100	*	....	....
Dec. 31, 1874	70.0	—	3.5	160.0	...	...	...	.....	Quincy, Missouri and Pacific .... Mo.	2,000,000	....	—	....
May 31, 1874	44.0	—	3.0	56.0	5	6	4	50	Raleigh and Augusta Air-Line ‡ .. N. Car.	1,326,000	*	134,000	....
May 31, 1874	97.0	—	5.0	—	13	11	3	131	Raleigh and Gaston ...... North Carolina.	1,500,000	-	589,300	99,668
Nov. 30, 1874	39.5	8.2	15.3	10.7	8	7	1	29	Reading and Columbia (P. & R.) ..... Pa.	2,072,958	220,041	62,556	....
Sept. 30, 1874	101.5	69.9	51.1	—	42	52	17	1,262	Rensselaer and Saratoga (D.& H.) .. N. Y.	8,749,756	*	....	....
Sept. 30, 1874	169.0	6.9	16.8	—	35	17	11	468	Richmond and Danville ‡ .... Virginia.	5,767,967	*	2,654,269	183,059
Sept. 30, 1874	82.0	5.0	6.3	—	14	9	10	74	Richmond, Fred'burg and Potomac ‡. Va	2,756,740	*	—	338,462
Sept. 30, 1874	22.5	2.7	4.2	—	8	9	4	176	Richmond and Petersburg ‡ .... Va.	1,102,684	163,790	66,163	38,768
Sept. 30, 1873	38.3	—	2.2	26.0	3	3	2	42	Richmond, York Riv. & Chesapeake ‡. Va.	1,257,640	*	....	....
Sept. 30, 1874	18.5	—	1.7	—					Rochester & Genesee Valley (Erie). N. Y.	671,308	—	....	....
Sept. 30, 1874	24.1	—	1.7	83.4					Rochester and State Line .... N. Y.	1,248,896	—	....	....
Sept. 30, 1874	20.0	—	—	150.0	1	—	—	6	Rochester, Nunda & Penn. (3 ft.) ... N. Y.	862,900	*	....	....
Jun. 30, 1874	252.3	21.1	21.5	—	31	14	6	910	Rockford, Rock Island and St. Louis .. Ill.	14,118,007	*	22,685	77,906
Dec. 31, 1874	141.1	48.5	28.0	—	42	32	16	909	Rome, Watertown and Ogdensburg. N. Y.	4,819,421	*	2,802,773	349,821
Dec. 31, 1874	120.0	—	26.0	—					Rutland (C. V.) .... Vermont.	9,013,570	—	116,776	....
Dec. 31, 1873	34.0	—	2.7	—	4	2	...	52	Saginaw Valley and St. Louis ...... Mich.	525,716	87,854	....	4,173
Dec. 31, 1874	22.0	—	8.0	—	5	4	4	205	St. Croix and Penobscot ‡ .... Me.	364,000	*	34,820	....
Mar. 31, 1874	227.0	—	10.0	—	12	6	4	151	St. Joseph and Denver City .. Kan. & Neb.	5,499,621	*	—	....
Dec. 31, 1874	177.0	18.0	26.6	—	14	11	4	682	St. Louis, Alton and Terre Haute. Illinois.	11,768,400	*	....	....
Jan. 31, 1874	43.8	—	2.2	—					St. Louis & C. Rapids (St.L., K.C.&N.) Ia.		(Statements not received.)		
Dec. 31, 1874	679.4	74.8	91.0	—	122	42	22	2,756	*St. Louis, Iron Mt. and So.* ‡ .. Mo. & Ark.	46,899,147	*	1,641,786	1,090,237
Jun. 30, 1874	309.0	49.0	35.0	—	52	26	12	1,248	St. Louis & S. Eastern ... Ill., Ky. & Tenn.	17,365,000	*	2,692,000	371,625
Dec. 31, 1874	76.3	—	2.0	—					St. Louis & St. Jos. (St.L., K.C.& N.). Mo.	2,000,000	—	—	—
Dec. 31, 1874	42.0	—	2.5	188.0	—	—	—	—	St. L., C. Bluffs & Omaha (St.L.K.C.&N.) M.	1,772,000	—	....	....
Jun. 30, 1874	150.5	—	11.6	—					St. Louis, Jacksonv. & Chic. (C. & A.). Ill.	5,078,600	—	—	—
Dec. 31, 1874	265.5	87.5	26.1	—	91	41	14	1,543	St. L., Kansas City & Northern ...... Mo	28,134,445	*	3,272,258	268,987
Nov. 30, 1874	158.4	—	23.0	—	30	14	8	984	St. Louis, Vandalia & T. H. (T.H.& I.). Ill.	5,975,888	*	....	....
Jun. 30, 1874	76.0	—	7.6	—	6	4	5	51	*St. Paul and Pacific* .... Minn.	5,602,832	*	....	....
Jun. 30, 1874	207.0	—	10.8	—	17	14	6	324	*St. Paul and Pacific* (1st Div.). M. L. Minn.	12,138,659	*	....	....
Jun. 30, 1874	116.1	5.2	10.6	—	14	6	4	255	St. Paul and Sioux City .... Minn.	4,848,153	*	202,689	10,807
Jun. 30, 1874	17.6	6.2	1.8	—	2	2	1	40	St. Paul, Stillw. & Taylor's Falls ... Minn.	818,527	63,317	....	....
Sept. 30, 1874	16.9	—	2.6	—					Salem and Lowell (B. & L.) .... Mass.	481,460	—	—	—
Sept. 30, 1874	116.3	—	17.9	—	23	10	9	236	Sandusky, Mans. & Newark (B. & O.) .. O.	3,368,620	*	—	50,430
Dec. 31, 1873	104.0	—	4.9	5.0	10	9	5	80	Savannah & Charleston ..... S. Car. & Ga.	2,288,966	*	....	....
Nov. 30, 1874	11.0	—	21.5	—					Schuylkill Valley (P. & R.) .... Penn.	576,050	—	—	—
Mar. 31, 1874	80.0	—	8.0	—	16	4	6	250	Seaboard and Roanoke. Va. & N. Carolina.	2,056,152	*	568,669	....

Companies	Liabilities: Stocks ($)	Bonds ($)	Accounts ($)	Surplus Income ($)	Railroad Operated (M.)	Operations: Trains Moved (M.)	Passengers (Number)	Freight (Tons)	Earnings: Gross ($)	Net ($)	Dividends (pc.)	Value of Shares: Par ($)	Market (p.c.)
Pennsylvania	68,719,400	44,290,600	27,356,754	9,021,643	877.0	....	6,068,103	9,118,419	22,642,871	9,396,924	10	50	115¼
Pennsylvania Coal	5,000,000	484,500	625,000	....	62.9	39,800	4,601	1,482,095	23,734	—	45	50	275
Pennsylvania and Delaware (Penn.)	900,000	1,602,000	21,094	—	—	(Opened July 1, 1873.)			....	....	—	50	.....
Pennsylvania and N. York	4,061,700	3,000,000	74,017	—	125.7	....	....	1,016,747	1,486,483	409,540	...	50	.....
Perkiomen (P. & R.)	47,090	824,600	600,282	—	—						—	50	.....
Pensacola and Louisville ‡	450,000	—	249,627	—	45.2	75,312	17,201	....	83,911	38,201		100	.....
Peoria, Atlanta and Decatur	600,000	800,000	—	—	—		(Under construction.)					100	.....
Peoria and Bureau Valley (C.R.I.&P.)	1,500,000	—	—	—	—				126,000	126,000	8	100	.....
Peoria, Pekin and Jacksonville	1,239,700	2,000,000	51,000	—	83.0	343,702	....	130,490	293,345	64,665		50	.....
Peoria and Rock Island	1,859,150	2,086,000	198,069	—	91.0	229,391	75,626	94,932	241,086	30,947		100	.....
Petersburg ‡	1,824,200	500,000	856,112	—	—	....	....	....	....	....		100	.....
Philadelphia and Balt. Cent.	220,606	1,500,000	....	—	57.0	161,405	288,191	138,294	296,614	4,838		50	.....
Philadelphia and Erie ‡ (Penn.)	8,448,700	16,652,000	1,507,116	—	287.6	2,716,592	680,163	2,289,377	3,506,919	1,068,786		50	44½
Phila., Germ. and Norrist'n (P. & R.)	2,231,900	—	....	—	82.3	....	4,257,860	....	278,759	269,791	12	50	202
Phila., Newtown and New York	300,000	—	128,400	—	—				....			50	.....
Philadelphia and Reading	34,274,575	58,266,071	5,503,867	1,870,753	725.8	8,119,077	6,964,869	10,209,500	14,452,121	5,720,205	10	50	108½
Philadelphia and Trenton (Penn.)	1,259,100	—	293,016	—	87.4	861,529	1,757,720	1,765,836	1,914,346	775,976	10	100	181½
Phila., Wilm. and Baltimore	11,524,250	2,202,000	269,787	540,663	110.6	1,870,913	....	....	2,947,647	1,043,881	8	50	126
Pickering Valley (P. & R.)	92,875	332,300	161,863	—	—				40,195	—		50	.....
Pittsburg, Cin. & St. Louis	8,433,750	14,997,000	....	—	201.0	3,091,282	672,119	1,473,811	3,578,316	996,782		50	.....
Pittsburg, Ft. W. and Chic	23,814,000	13,536,500	14,230	—	468.4	7,740,969	2,207,823	2,500,451	8,599,472	3,544,142	7	100	102½
Pitt'sbg, Virg. & Charleston	674,464	1,200,000	209,728	—	30.0	342,632	284,336	90,927	127,701	58,675		50	.....
Pittsburg, Washington & Balt	1,960,682	9,500,000	2,668,536	—	178.8	1,262,900	936,501	1,233,967	1,525,125	219,171		50	.....
Pittsfield and North Adams (B.&A.)	450,000	—	—	—	—				27,000	27,000	6	100	.....
Portland and Ogdensburg	1,046,621	1,400,000	....	—	78.0	147,308	....	....	....	....	—	100	.....
Portland and Rochester	636,112	1,446,500	107,410	—	52.5	139,799	156,332	66,065	158,389	47,288	—	100	.....
Portland, Saco and Portsmouth (Etn.)	1,500,000	—	—	—	—					150,000	10	100	66½
Port Royal ‡ (Ga.)	3,000,000	1,800,000	....	—	111.8	....	....	....	....	....		25	.....
Portsm'th, Gt. Falls & Conway (Etn.)	767,200	462,489	....	—	—				....	....		100	45
Poughkeepsie and Eastern	524,464	1,231,000	100,808	—	41.9	84,054	73,562	29,781	76,586	5,576		100	.....
Providence and Springfield	500,000	500,000	25,156	—	23.0	51,049	100,576	61,216	74,004	26,635		100	.....
Providence, Warren and Bristol	150,000	300,000	16,585	—	5.8	13,146	121,898	....	47,910	15,054	—	100	.....
Providence and Worcester	2,000,000	500,000	1,079,790	69,926	59.8	528,940	1,715,636	506,383	938,071	204,695	10	100	131½
Queen Anne and Kent ‡	200,000	269,000	2,600	—	36.0	35,850	12,560	38,231	27,437	9,989	—	50	.....
Quincy, Alton and St. Louis	756,100	1,000,000	175,000	—	40.3	....	....	....	102,672	—	—	100	.....
Quincy, Missouri and Pacific	700,000	20,000p.m	....	—	70.0	....	....	....	....	....	—	100	.....
Raleigh and Augusta Air-Line ‡	1,326,000	....	....	—	44.0	....	....	....	75,923	15,086		100	.....
Raleigh and Gaston	1,500,000	350,000	153,663	186,300	97.0	....	58,083	57,629	274,808	82,294		100	.....
Reading and Columbia (P. & R.)	508,268	1,000,000	1,215,911	—	47.7	242,123	138,771	382,399	310,517	97,017	—	50	.....
Rensselaer and Saratoga (D.& H.)	6,000,000	2,000,000	1,950,835	—	191.4	....	....	....	....	....	8	100	117
Richmond and Danville ‡	4,000,000	2,478,451	1,477,329	599,396	195.9	640,484	131,848	200,004	925,799	328,116	—	100	.....
Richmond, Fred'burg and Potomac ‡	1,509,100	888,433	120,714	577,375	87.0	208,860	156,848	61,707	401,883	172,764	—	100	.....
Richmond and Petersburg ‡	1,008,600	326,296	36,689	—	46.7	118,770	108,514	85,249	147,220	83,667	—	100	.....
Richmond, York Riv. & Chesapeake ‡	650,000	607,640	....	—	38.3		(No report supplied.)					100	.....
Rochester & Genesee Valley (Erie)	557,560	—	....	—	—					34,012	6	100	.....
Rochester and State Line	27,084	1,105,000	271	—	24.1	(Opened Sept. 15, 1874.)						100	.....
Rochester, Nunda & Penn. (3 ft.)	625,600	—	104,388	—	—							100	.....
Rockford, Rock Island and St. Louis	4,782,579	9,000,000	485,929	—	292.3	909,106	156,055	249,436	892,851	144,643	—	100	.....
Rome, Watertown and Ogdensburg	3,147,600	4,127,716	26,049	110,660	218.2	....	....	....	1,232,868	362,611	7	100	50
Rutland (C. V.)	6,668,400	1,972,800	....	—	176.0	....	....	....	....	485,000	3	100	3½
Saginaw Valley and St. Louis	121,775	346,000	149,968	—	34.0	58,650	....	....	134,620	79,810	—	100	.....
St. Croix and Penobscot ‡	100,000	222,700	5,000	—	22.0	46,154	26,498	....	65,979	24,311	—	50	.....
St. Joseph and Denver City	1,400,000	5,755,000	....	—	268.0	....	....	....	333,914	16,593	—	100	.....
St. Louis, Alton and Terre Haute	4,768,400	7,000,000	....	—	215.0	....	....	....	1,540,172	602,824	—	100	5¼
St. Louis & C. Rapids (St.L., K.C.&N.)	—	—	—	—	—				90,329	3,111	—	100	.....
St. Louis, Iron Mt. and So. ‡	22,046,293	24,545,000	8,089,877	—	694.3	1,730,836	595,214	501,600	3,244,071	871,436	—	100	24¼
St. Louis & S. Eastern	8,409,200	9,500,000	2,719,870	—	358.0	524,786	164,450	490,040	1,253,222	200,822	—	100	.....
St. Louis & St. Jos. (St.L., K.C.& N.)	1,000,000	1,000,000	....	—	—	—	—	—	104,519	35,000	—	100	.....
St. L., C. Bluffs & Omaha (St.L.K.C.&N.)	1,100,000	16,000p m	....	—	—	—	—	—	—	65,000	—	100	.....
St. Louis, Jacksonv. & Chic. (C. & A.)	2,348,600	2,725,000	—	—	—	—	—	—	240,000	240,000	—	100	.....
St. L., Kansas City & Northern	24,000,000	6,615,000	1,060,690	—	581.8	....	....	[11 mos.	2,405,650	661,028	—	100	6½
St. Louis, Vandalia & T. H. (T.H.& I.)	2,877,450	5,500,000	....	—	158.4	869,248	190,588	429,697	1,059,241	279,210	—	100	.....
St. Paul and Pacific	1,468,600	3,745,750	387,982	—	111.0	145,020	124,143	115,864	355,801	127,789	—	100	.....
St. Paul and Pacific (1st Div.)	500,000	11,500,000	138,659	—	207.0	267,647	149,574	115,750	492,670	63,024	—	100	.....
St. Paul and Sioux City	4,810,500	—	432,686	—	121.3	265,569	76,980	169,745	567,561	89,611	—	100	.....
St. Paul, Stillw. & Taylor's Falls	283,500	518,500	79,844	—	23.8	27,216	24,898	20,663	72,371	35,498	—	100	.....
Salem and Lowell (B. & L.)	243,306	226,900	....	—	—	—	—	—	17,500	15,987	1	100	.....
Sandusky, Mans. & Newark (B. & O.)	1,037,535	2,306,500	5,781	69,216	116.3	982,113	181,312	471,208	767,168	163,101	—	50	.....
Savannah & Charleston	1,000,000	1,437,800	....	—	104.0	....	....	....	....	....	—	100	.....
Schuylkill Valley (P. & R.)	576,050	—	—	—	—	—	—	—	28,803	28,803	5	50	.....
Seaboard and Roanoke	1,365,000	210,000	....	—	80.0	....	34,867	....	609,678	195,004	6	100	107

Apr. 30, 1872	237.0	—	11.9	—	59	19	7	411	*Selma, Rome and Dalton* ¶.Ala.Ga.& Tenn.	12,980,000	*				3,750,000	9,230,000		—	237.0	(No	statement	furnished.)				—	100	
Dec. 31 1874	28.0	—	4.5	—					Shamokin Valley and Pottsville(N.C.).Pa.	1,208,059	—	1,655,409			869,450	1,994,000		—	28.0		68,425	706,071	324,267	137 906	6	50	
Dec. 31, 1874	78.0	—	8.0	—	5	5	2	182	Sheboygan and Fond du Lac..Wisconsin.	2,622,861	*				1,267,000	1,509,000	86,689	—	78.0	86,900	62,641	48,046	115,108		—	100	
Nov. 30, 1874	31.2	—	6.4	34.2	9	4	2	139	Shenango and Allegheny (A.& Gt.W.).Pa.	1,166,538	87,651	25,000			200,000	800,000	304,059	—	31.2	189,417	29,143	286,962	228,480	68,106	—	50	
Sept. 30, 1874	32.3	—	1.6	—	3	2	2	24	Shepaug.....Conn.	281,900	*				255,000		39,841	—	32.3	56,529	21,958	14,044	42,751	1,188	—	100	
Sept. 30, 1874	50.0	—	5.6	—					Shore Line (N. Y., N. H. and H.)..Conn.	1,510,000	—				1,000,000	200,000	110,000	—	50.0				392,144	94,267	7	100	
June 30, 1874	106.5	—	16.3	—	11	8	5	158	*Sioux City and Pacific*.....Neb. & Iowa.	7,566,810	*				4,478,500	3,337,310		—	106.8				319,819	56,115		100	
Jun. 30, 1874	123.5	—	7.1	41.0	11	6	3	386	Sioux C. and St. P.(St.P.&S.C.)Ia.& Minn.	5,050,994	*	117,683	5,948		2,800,000	2,355,000	19,625	—	147.5	189,086	21,757	74,094	263,627	38,331	—	100	
Sept. 30, 1874	33.0	—	2.0	—	3	3	1	79	Sodus Point and Southern.....N. Y.	1,588,769	*				715,967	1,325,000	5,987	—	33.0	34,300	39,222	30,167	26,087	14,408	—	100	
Jun. 30, 1874	182.0	—	16.1	—					South and North Ala.(L.N.&Gt.S...)Ala.	5,829,001					4,100,000	5,726,000	1,729,001	—	182.0				561,275	95,589	—	100	
Dec. 31, 1874	137.0	105.0	30.0	—	41	23	26	530	South Carolina ¶.....South Carolina.	8,614,987	880,516	2,134,140	261,429		5,819,275	4,509,020	1,421,663	213,448	242.0	857,270	171,118	270,278	1,367,501	516,986	—	100	
Sept. 30, 1874	11.6	—	2.6	—	3	12	2	11	South Shore.....Mass.	402,167	39,426	125,000			259,685	275,000		—	11.6	56,831	549,671	35,925	94,501	19,269	—	100	
Sept. 30, 1873	57.0	1.3	20.0	—	20	50	5	117	Southern (L. I.).....New York.	4,538,732	*				1,000,000	3,250,000	967,659	—	73.8	340,266	679,055	65,663	488,410	L192,745	—	100	
Sept. 30, 1874	116.0	—	14.0	—	14	7	5	405	Southern Central.....N. Y. & Pa.	4,211,770	*				1,784,771	2,204,359	296,628	—	116.0	357,676	207,621	280,758	502,310	220,469	—	100	
Apr. 30, 1873	—	—	—	80.0					Southern Maryland.....Md.	(Und	er const	ruction.)			1,000,000	2,200,000		—	—		(No part	completed.)				—	100	
Jun. 30, 1874	167.5	—	10.8	—	14	7	3	249	Southern Minnesota.....Minnesota.	9,328,446	*				3,825,000	4,592,000		—	167.5	374,064	47,463	165,533	733,874	163,644	—	100	
Jun. 30, 1874	142.9	89.3	14.2	—	19	24	9	376	Southern Pacific.....California.	12,955,507	697,205	11,265,975	152,816		14,071,100	11,000,000		—	157.2	512,104	352,544	192,567	1,162,738	699,064	—	100	
Aug. 31, 1874	143.0	162.5	20.0	15.5	36	28	6	377	Southwestern (Cent. of Ga.).....Georgia.	4,587,313	*				4,211,600	691,000		—	305.5	244,515			506,621	67,323	—	100	
Sept. 30, 1874	48.5	—	2.3	—	4	4	2	18	Springfield, Athol and Northeastern.Mass.	1,331,875	57,394	73,400			809,760	600,000	89,750	—	48.5	97,880	82,698	47,707	86,837	29,345	—	100	
Jun. 30, 1874	221.4	—	12.0	—	12	19	6	204	Springfield & Ill. So. Eastern.....Illinois.	7,224,028	404,829	588,867	1,069,129		2,885,500	4,400,000	782,886	218,467	221.4				412,823	35,524	—	100	
Sept. 30, 1874	22.0	—	3.3	—					Stockbridge and Pittsfield (R.).....Mass.	448,700		2,550			448,700		2,550	—					31,647	26,551	7	100	
Sept. 30, 1874	13.2	—	0.2	—					Stony Brook (B. and L.).....Mass.	300,094					300,000			94					18,365	18,092	3	100	
Dec. 31, 1874	24.0	—	1.5	—					Sullivan and Erie (P. and N. Y.).....Pa.	1,597,718	—	1,000,000			1,500,000	1,000,000	196,992	—		(Sold un	der forec	losure Oct	14, 1874.)			—	100	
Dec. 31, 1874	43.5	—	3.3	—					Sunbury and Lewiston (Penn.).....Penn.	1,900,000					600,000	1,400,000		—		(Sold un	der forec	losure Ma	y 5, 1874.)			—	50	
Dec. 31, 1874	17.0	—	0.3	83.0	2	1	—	2	Susq., Gettysburg and Potomac.....Pa.	181,000	*				150,000			—	17.0	31,375	27,611	12,983	33,320	10,423	—	53	
Dec. 31, 1874	28.0	7.0	2.4	—					Sussex.....New Jersey.	1,875,100	*				1,638,600	236,500	6,319	—	35.0				124,446	56,815	3	100	
Sept. 30, 1874	81.0	—	19.0	—	17	10	2	360	Syracuse, Bing. and N. Y.(D.L.&W.).N.Y.	4,644,629	*				2,004,000	1,670,100	127,519	—	81.0	389,585	185,556	543,420	702,456	227,323	3	100	
Sept. 30, 1874	48.5	—	2.0	—	3	6	2	60	Syr. and Chenango (re-org. Aug. 1, '73).N.Y.	1,247,026	*				696,700	1,142,556	9,000	—	48.5	78,300	75,752	71,481	102,570	24,750	—	100	
Sept. 30, 1874	45.0	—	4.0	—	5	5	4	65	Syracuse Northern.....New York.	1,985,658	*				1,005,043	1,100,000	60,000	—	45.0	112,680	136,108	57,685	167,137	58,392	—	100	
Nov. 30, 1874	79.7	29.6	37.1	—	40	21	13	1,129	Terre Haute and Indianapolis.....Indiana.	3,081,378	*	1,701,866	367,657		1,988,150	1,600,000	240,820	1,322,428	109.3	872,911	231,116	299,771	1,046,678	380,021	12	100	124
Jun. 30, 1874	320.0	—	20.0	1,452	28	11	—	395	Texas and Pacific ¶.....Texas.	20,708,987	*	138,991	170,665		1,600,000	18,461,000	2,207,444	—	320.0				871,981	181,249	—	100	
Dec. 31, 1874	30.6	4.0	8.8	—	14	6	2	904	Tioga.....Pa.	899,286	456,561				580,900	239,000		—	34.6	209,679	101,196	671,196	388,464	187,014	—	53	
Jun. 30, 1874	58.0	—	5.0	—					Toledo, Can. Southern and Det. Mich.&O.	3,000,000					1,650,000	1,350,000		—	—	(Op	er. by Chi	c. & Can.	Southern.)			—	100	
Jun. 30, 1874	220.3	10.0	26.0	—	45	13	9	1,655	Toledo, Peoria and Warsaw.....Illinois.	12,720,133	*				5,700,000	6,450,000	1,095,179	—	230.3	1,207,568	184,170	578,789	1,209,397	265,912	—	100	
Dec. 31, 1874	473.6	154.0	111.0	—	198	56	43	4,437	Toledo, Wabash and Western.O. I. & Ill.	35,368,855	*	5,192,063	657,385		16,000,000	20,117,000	4,504,709	596,594	627.6	3,820,250	799,695	1,277,356	5,047,191	1,210,153	—	100	5
Dec. 31, 1874	24.7	18.4	3.4	—					Tol., Tiffin and Eastern (M.C.& L.M.)..O.	1,567,586	*				276,068	861,000	5,518	—	43.1				121,845	29,232	—	100	
Sept. 30, 1874	34.9	—	10.4	—	18	15	6	301	Troy and Boston.....New York.	2,447,044	*				1,609,010	1,919,000	186,213	—	55.3	186,980	250,717	206,826	530,310	246,431	4	100	
Sept. 30, 1874	6.0	—	6.0	—					Troy and Greenbush(N.Y.C.&H.R.)N.Y.	294,908					274,400			—						16,464	6	100	
Sept. 30, 1874	2.1	—	2.1	—					Troy Union and Depot.....New York.	783,985					30,000	680,000		—							—	100	
Dec. 31, 1874	43.1	15.9	6.4	—					Tyrone and Clearfield (Pa.).....Pa.	1,213,204					782,000		60,281	—							—	53	
Dec. 31, 1874	1,038	—	127.4	—	152	67	36	2,932	*Union Pacific*.....Nebr. Wy. & Utah.	115,214,588	*				36,745,000	75,923,800		—	1,038.0		188,877	506,571	8,516,740	5,291,343	—	100	68
Dec. 31, 1874	156.0	30.2	106.2	—	259	281	38	2,741	United Companies of New Jersey.N. Jer.	34,108,267	*	5,538,034			18,990,400	19,701,000	964,908	—	400.2		7,859,317	3,467,752	8,700,968	2,370,966	10	100	141
Sept. 30, 1874	87.0	—	7.1	—	15	15	8	164	Utica and Black River.....New York.	2,842,177	320,662	260,040	96,021		1,769,620	1,076,000	18,917	154,372	147.0			116,750	485,451	227,538	5	100	
Sept. 30, 1874	76.0	22.0	17.0	—	17	14	7	1,062	Utica, Chen. and Susq. Val.(D.L.&W).N.Y.	3,946,591	*				3,783,700			—	99.0	277,292	252,774	278,053	458,660	95,755	5	100	
Aug. 31, 1874	49.0	8.0	8.9	—					Utica, Ithaca and Elmira.....New York.	1,700,000	*				381,360	25,000 p.m.		—							—	100	
Dec. 31, 1874	47.0	8.0	10.0	—					Vermont and Canada (C.V.).....Vt.	3,000,000					3,000,000			—							—	100	304
Sept. 30, 1874	56.0	24.1	11.0	—					Vermont and Mass. (Fitchb.)..Mass. & Vt.	3,288,328	261,234	230,943			2,360,000	900,000	39,034	[3 mos.	66.5	58,550	75,610	34,419	119,279	192	—	100	102
Dec. 31, 1874	23.7	—	2.9	—	4				Vermont Valley.....Vermont.	1,221,386	*				516,104	788,200		—						65,000	—	100	
Feb. 28, 1874	146.0	2.0	9.0	—	19	10	5	125	Vicksburg and Meridian.....Miss.	3,168,427	*		1,283,929		1,205,094	3,149,033	98,228	—	142.0	240,264	96,670	46,746	517,174	148,269	—	100	
Sept. 30, 1874	49.3	—	4.0	—					Ware River (B. and A.).....Mass.	1,066,407					750,000		21,407	—					28,519	28,519	5	100	
Sept. 30, 1874	18.3	—	6.7	—					Warren (D. L. and W.).....New Jersey.	3,041,400		82,375			1,800,000	1,241,400	64,368	18,007	18.3				505,966	230,061	7	100	106
Sept. 30, 1874	48.5	—	2.3	300.0	4	7	3	65	Washington and Ohio.....Virginia.	1,655,494	132,255	515,818	253,334		1,919,726	264,100	373,069	—	46.0	94,425			104,013	22,673	—	100	
Sept. 30, 1874	326.0	10.0	9.0	—	26	22	21	415	Wash. City, Va. Mid. & Gt. Southern. Va.	9,500,000	*	77,562	2,196,731		2,692,540	6,475,550	1,685,990	—			161,608	165,937	678,844	401,284	—	100	
Oct. 31, 1874	26.5	—	5.0	—	10	20	4	67	West Chester and Philadelphia.....Pa.	1,708,205	*	329,689	207,034		823,950	1,100,000	97,716	229,362	35.5	234,635	874,183	90,602	348,383	157,949	8	100	574
Aug. 31, 1874	132.0	28.0	16.5	—	33	16	5	246	Western of Alabama ¶.....Alabama.	4,832,628	544,555	375,040	586,758		2,008,324	3,162,400	348,341	659,916	160.9	470,171	99,808		659,916	165,623	—	100	
Dec. 31, 1874	133.0	—	11.0	—	58	19	12	921	Western and Atlantic ¶....Ga. and Tenn.	(Owned	by State	of Georgi	a.)			5,000,000		—	138.0					1,490,245	149,588	—	—	
Sept. 30, 1874	90.0	—	3.4	—	12	13	12	154	Western Maryland ¶.....Maryland.	4,266,222	*	30,000	98,269		683,243	3,675,000	36,248	—	90.0	335,365	255,322	90,829	277,792	46,323	—	100	6
Mar. 31, 1874	111.0	8.0	1.6	31.0	5	6	3	9	Western North Carolina (E. D.) ¶...N. C.	7,125,000	*				6,000,000	850,000	275,000	—		(In ban	kruptcy—	No return	s.)			—	100	
Dec. 31, 1874	84.6	—	10.7	—					Western Pennsylvania (Penn.).....Pa.	3,972,459					1,022,450	3,000,000		—							—	50	
Dec. 31, 1874	191.7	20.8	21.8	—	34	13	12	563	Western Union (M. and St. P.).Wis.& Ill.	7,743,330	259,214	49,880	74,828		4,000,000	3,500,000	338,478	268,774	212.75	716,250	213,520	412,670	1,123,108	354,944	—	100	
Dec. 31, 1874	27.0	—	0.5	—	2	2	—	11	West Feliciana.....La. and Miss.	745,315	*				760,000	110,000		—	27.0	10,280			71,308	40,111	—	100	
Dec. 31, 1874	36.1	23.2	14.6	—	18	52	11	179	West Jersey.....New Jersey.	2,312,838	*	1,647,406			1,359,750	2,400,000	82,000	—	128.2				623,391	148,222	4	50	78
Dec. 31, 1874	197.0	—	10.0	—	30	14	10	658	West Wisconsin.....Wisc.	7,125,000	*				4,000,000	3,955,500		—	197.0				884,920	187,812	—	100	
Dec. 31, 1874	32.0	—	2.0	29.0	3	5	2	24	Wheeling, Pbg. & Balt(B&O).W.Va.&Pa.	602,311	*				500,000		102,341	—	32.0				49,889	1,341	—	50	
Jun. 30, 1874	61.8	—	8.9	—	7	6	4	169	White (Cinc.) Water Valley.....Ind.	1,232,282	188,603	185,853			380,025	1,021,840	204,879	—	70.0	176,204	77,464	93,729	219,053	87,826	—	100	
Apr. 30, 1873	23.0	—	2.0	—	3	5	1	37	Wico-Mico and Pocomoke.....Md.	380,000	*				160,000	200,000	20,000	—	37.0				33,966	14,200	—	25	
Sept. 30, 1874	189.6	—	9.0	—	33	13	6	392	Wilm., Colum. and Augusta.N. C. & S. C.	4,260,595	602,636	101,697	187,782		300,000	3,800,000	976,857	76,135	189.0	572,407	71,451	103,348	661,462	225,239	—	100	
Oct. 31, 1874	63.6	—	10.2	—	14	6	5	147	Wilmington and Reading..Pennsylvania.	3,200,927	313,700	32,927			759,628	3,096,400	361,662	—	63.6	174,030	129,595	240,829	193,826	9,096	—	50	
Sept. 30, 1874	162.0	19.0	9.5	—	27	19	16	366	Wilmington and Weldon ¶ (W.C.&A).N.C.	3,283,109	*	57,900	132,306		1,456,200	1,619,100	51,576	346,439	181.0				711,410	312,970	—	100	
Oct. 31, 1874	19.9	—	2.4	15.1	3	3	2	30	Wilmington and Western.....Del. & Pa.	799,929	*				248,032	500,000	133,224	—	19.9	35,060	24,124	33,154	31,671	1,863	—	50	
Mar. 31, 1875	15.4	—	2.1	—					Wilton (N. and L.).....N. H.	234,600					215,000			19,600					15,308	15,177	7	100	
May 31, 1874	327.0	—	20.7	—	31	7	4	1,136	*Winona and St. Peter* (C. & N.W.).Minn.	10,625,039	*				410,030	8,775,000	1,440,009	—	327.0				790,003	375,738	—	100	
Dec. 31, 1874	164.0	20.0	23.5	211.0	24	15	9	658	Wisconsin Central.....Wisconsin.	6,682,647	*		111,953		1,909,000	4,627,500	167,000	—	323.0		148,608	189,492	596,650	222,874	—	100	
Sept. 30, 1874	45.7	—	32.8	—	21	20	7	341	Worcester and Nashua.....N.H.& Mass.	2,439,296	*	302,242	416,939		1,789,800	1,054,738	28,463	285,456	45.7	328,771	356,416	335,813	539,896	170,875	10	100	76
									CANALS, &c.																			
May 31, 1874	12.5	—	—	—					Chesapeake & Delaware Canal.Del. & Md.	3,862,316		306,107			1,880,800	1,922,307		—	12.5				427,309	271,618	7	50	
Dec. 31, 1874	184.5	—	—	—					Chesapeake and Ohio Canal ¶..Md. & Va.	10,787,750					8,228,594	4,285,050		87,790	184.5			311,061	517,412	290,207	—	25	
Dec. 31, 1874	60.0	—	—	—					Delaware Division Canal..Pennsylvania.	2,423,350	—				1,633,350	800,000		—	—	(Leased	to Lehigh	Co.)				8	50	104
Dec. 31, 1874	108.0	—	—	—					Delaware & Hudson Canal.Penn. & N.Y.	6,339,210		28,465,102	157,429		10,000,000	12,764,079	184,154	2,013,508	108.0	(Inclu	d. H. R. C	oal, &c.		12,533,011	2,818,079	10	100	123
Dec. 31, 1874	44.0	17.0	—	—					Delaware and Raritan Canal.New Jersey.	4,828,748		(I	ncluded	in Unite	d Com	panies of	New Jersey.)		61.0			2,308,671	1,320,519	552,102	10	100	
Dec. 31, 1874	48.0	—	—	—					Lehigh Navigation.....Pennsylvania.	3,099,057		80,152	26,621,637	732,938	9,949,900	14,906,670	2,875,644	3,802,589						200,000	8	50	102
Dec. 31, 1874	85.0	—	—	—					Menongahela Navigation Canal....Penn.	1,151,904					1,004,150	110,000		—	85.0			2,542,295	216,710	129,208	10	50	
Dec. 31, 1874	103.0	—	—	—					Morris Canal.....New Jersey.	3,432,474					2,200,000	1,021,983	103,264	—	103.0				271,426	40,556	4	100	52
Dec. 31, 1874	358.0	64.0	—	—					Pennsylvania Canal.....Pennsylvania.	7,625,757					4,457,150	2,588,000		—	422.0			371,359	555,524	305,665	—	50	13
Dec. 31, 1874	108.2	—	—	—					Schuylkill Navigation.....Pennsylvania.	12,758,716					4,355,798	8,576,382		—	108.2			1,040,995	708,047	474,604	—	50	15
Dec. 31, 1874	45.0	—	—	—					Susq. and Tide Water Canal.Penn. & Md.	4,714,144					2,002,706	2,757,311		—	45.0			420,156	101,797	22,539	—	50	15
Dec. 31, 1874	77.6	7.0	—	—					Union Canal.....Pennsylvania.	5,902,850					1,907,250	3,000,000		—	77.6			77,552	32,602	856	—	50	
Dec. 31 1873	122.8	—	—	—					West Branch and Susquehanna.....Penn.	3,030,244					1,100,000	748,000	285,219	—	—	(Leased	to Pennsy	lvania Co.)					50	

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref.	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	5½
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred	3,552,800	6	5	107
Berkshire,* guaranteed	600,000	7	7	78½
Bloasburg and Corning,* guaranteed	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	76
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.	1,159,500	7	7	90½
Camden and Amboy,* guaranteed	5,847,800	10	10	141
Camden and Atlantic, preferred	838,469	7	7	109½
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7	....
Central of New Jersey,* guar.	20,000,000	10	10	106½
Central Ohio,* preferred	411,550	6	6	54
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	49½
Chicago and Alton, † preferred	2,425,400	...	10	107
Chicago, Iowa & Nebraska,* guar.	3,916,300	...	8	110⅞
Chicago and North-Western, pref.	21,485,653	7	7	62½
Cinc., Sand. and Cleveland, pref.	429,000	6	6	66
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,226,150	7	7	93½
Cumberland Valley, 1st preferred	241,900	8	8	....
" " 2d preferred	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,330,950	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.	5,000,000	...	3	73½
Dubuque South-Western, pref.	590,315	8	....	....
Eastern (N. H.) * † guaranteed	492,500	...	6	26
Elmira, Jeff. and Canad. * guar.	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	83
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred	8,556,910	7	7	32
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.	2,167,700	7	7	29
Harrisburg and Lancaster,* guar.	1,182,550	7	7	104
Housatonic, preferred	1,180,000	8	8	98
Huntington & Broad Top Mtn, pref.	190,750	7	....	28
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	98
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	851,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,650	6	...	9⅞
" " 2d pref.	4,436,250	6	...	8
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed	328,375	10	10	....
Milwaukee and St. Paul, preferred	12,274,483	7	7	78½
Mine Hill,* guaranteed	3,856,450	8	8	107½
Montclair,* guaranteed	2,000,000	7	....	....
Morris and Essex,* guar.	15,000,000	7	7	104½
Nesquehoning Valley,* guar.	2,000,000	10	10	112½
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley * guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	141
New London Northern,* guar.	971,400	10	10	105
New York & Harlem,* pref. & guar.	1,500,000	8	8	136
" " *com. & guar.	8,500,000	8	8	143½
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred	105,000	8	8	....
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,823,400	10	10	125½
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	31½
" " pf. & *guar.	2,000,000	8	8	83⅞
Ohio and Mississippi, preferred	4,030,000	7	7	49
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama, guaranteed	7,000,000	12	12	130½
Paterson and Hudson,* guar.	630,000	—	8½	....
Pemberton and Hightstown,* guar.	342,000	6	6	....
Peoria and Bureau Valley,* guar.	1,200,000	8	8	....
Philadelphia and Erie, preferred	2,400,000	...	—	....
Phila., Germant'n & Norrist'n, *guar.	2,231,900	12	12	202
Philadelphia and Reading, † pref.	1,551,687	—	10	110½
Philadelphia and Trenton,* guar.	1,259,100	10	10	141
Pittsburg, Ft. Wayne & Chic., *guar.	22,214,285	7	7	102½
Pittsfield and North Adams,* guar.	450 000	5	5	86
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	58⅞
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed	4,300,000	7	7	11½
St. Louis, Alton & Terre Haute,* guar.	2,463,400	7	....	22½
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref.	12,000,000	...	—	21½
Schuylkill Valley,* guaranteed	576,000	5	5	....
Shamokin V. & Pottsville,* guar.	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	—	....
" " 2d pref.	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,030,000	7	7	....
Warren,* guaranteed	1,800,000	7	7	106
Canal Stocks.				
Delaware Division,* guar.	1,632,350	8	8	....
Delaware and Raritan,* guar.	5,847,500	10	10	....
Morris preferred sx.d * guaranteed	1,175,000	10	10	132
" c.m. and * guar.	1,696,000	4	4	52
Schuylkill Navigation preferred	2,808,977	6	6	30½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness per ton	32 75 @	33 —
Gartsherrie	32 50 @	— —
Summerlee	— — @	— —
Carnbroe	— — @	— —
Langloan	— — @	— —
Glengarnock	31 — @	— —
Eglinton	29 — @	30 —
Pig, American, No. 1	— — @	23 —
Pig, American, No. 2	21 — @	22 —
Pig, American, Forge	18 — @	20 —
Bar, Refined, English and American	— — @	— —
Bar, Swedes, assorted sizes (gold)	100 — @	— —
—Store Prices.—		
Bar, Swedes, ordinary sizes	180 — @	— —
Bar, Swedes, Plow sizes	— — @	— —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in.	55 — @	— —
Bar Refined, 1¼ to 6 by ⅜ & 5-16 in.	60 — @	— —
Bar Refined, 1 & 1¼ by ⅜ & 5-16	60 — @	— —
Large Rounds, 2¼@2½ to 3¾ @4 in.	60 — @	70 —
Scroll	70 — @	120 —
Ovals and Half-round	70 — @	80 —
Band, 1 to 6 in. by 3-16 to No. 12	67 50 @	70 —
Horse Shoe	85 — @	90 —
Rods, ⅜@3-16 inch	60 — @	110 —
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14	75 — @	130 —
Nail Rod per lb.	— 7½ @	— 8
Sheet Russia, as to assortment (gold)	— 11½ @	— 12
Sheet, Single, D. and T. Common	— 4½ @	— 4¾
Sheet, Doubles and Trebles, Charcoal	— 5 @	— 5½
Sheet Galvanized 1st and 2d quality..List 20@35 p ct. disc.		
Rails, English (gold) per ton	— — @	— —
Rails, American, at Works in Penna..c'y	42 — @	45 —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 14½ @	— 16
English Spring (2d and 1st quality)	— 6½ @	— 6¾
English Blister (2d and 1st quality)	— 9 @	— 14
English Machinery	— 9½ @	— 10½
English German (2d and 1st quality)	— 10½ @	— 11½
American Blister	— — @	— 9
American, Cast, Tool	— — @	— 16
American, Cast Spring	— — @	— 9
American Machinery	— — @	— 10
American German Spring	— — @	— —

NAILS—Duty: Cut, 1¼; Wrought, 2¼. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.

10d. to 60d. Com. Fence. & Sheath per keg.	2 85 @	3 —
8d. and 9d. "	— — @	3 25
6d. and 7d. "	— — @	3 50
4d. and 5d. "	— — @	3 75
3d. and 4d. Light	— — @	4 50
3d. Fine	— — @	5 25
2d	— — @	6 —
Cut Spikes, all sizes	— — @	3 25

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.

Bianca (gold) per lb.	— — @	— 25
Straits (gold)	— 18 @	— 18½
English, L. & F. (gold)	— 18 @	— 18½
English, Refined (gold)	— — @	— 18½
Plates—Fair to good brands.	Gold.	
I. C. Charcoal per box.	7 37½ @	7 50
I. C. Coke	6 50 @	6 62½
Coke Terne	6 06½ @	5 12½
Charcoal Terne	6 75 @	7 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 7¾ @	— 8
Crude 40@47 gravity (in shipping order)	— 10½ @	— 11
Refined, Standard White (in ship'g order)	— — @	— 13½
Refined, S. W. (in jobbing lots)	— 18 @	— —
Refined, S. W. (in tin)	— 18 @	— 21
Naptha, Refined (65@73 gravity)	— 9½ @	— 9¾
Residuum....(in shipping order) per gall.	— 6½ @	— 7

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 30
Copper, Bolts	— — @	— 31
Copper, Braziers' (over 16 oz.)	— — @	— 31
Copper, Nails	— 38 @	— 39
Copper, Old Sheathing, &c., mixed lots	— 19 @	— 21
Copper, American Ingot Lake	— 22½ @	— 22¾
Copper, English Pig	— — @	— —
Yellow Metal, New Sheathing & bronze	— — @	— 20
Yellow Metal, Bolts	— — @	— 28
Yellow Metal, Nails, Sheathing & Slating	— — @	— 20

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2¾ cents per lb.

Spanish Ordinary (gold) per 100 lb.	— — @	7 —
German Ordinary (gold)	— — @	7 —
English (gold)	— — @	7 12½
Foreign Refined (gold)	— — @	— —
Domestic (gold)	— 6½ @	— 6¾

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	10 — @	— —
Liverpool House Cannel	15 — @	17 —
Anthracite (by cargo) .... per ton of 2,000 lb.	6 25 @	6 —

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	W. 16.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.
Allegheny Val. 7 3-10s	99½	....	....	....	....	....
7s	....	....	....	....	....	....
Camden & Am. 6s, 1883	100½	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	105½	....	....	105½	....	....
Camden and Atlantic	52	....	....	....	....	....
Preferred	54½	54	54½	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred	....	....	....	45½	45½	....
New preferred	43½	....	....	....	43½	....
7s, new	105½	106	....	....	106	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	41½	....
7s	....	....	....	....	....	....
Hunt. & B. Top Mt.	....	....	....	7	....	....
Preferred	14½	....	....	....	14	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	51½	51	50½	51	51½	....
6s, 1877	....	....	....	....	....	....
6s, 1884	....	....	103½	104	....	....
Gold Loan	105½	106	105½	106	106	....
Railroad Loan	....	....	....	104	....	....
Conv. Gold Loan	....	....	....	....	....	....
Lehigh Valley	64	63	65	63	63	....
6s, new, coupon	....	....	....	....	....	....
6s, new, registered	....	....	....	....	....	....
7s	114½	....	....	....	....	....
Consol. mort. 6s	100½	100½	....	100½	100½	....
Little Schuylkill	51½	....	....	51½	....	....
7s	....	....	....	....	....	....
Minehill & Sch. Haven	53½	....	53½	....	....	....
North Pennsylvania	....	....	....	54½	....	....
1st mortgage 6s	104	....	104½	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Chattel 10s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	105½	....	....	....
Northern Central	38½	38½	38½	38	38½	....
Oil Creek & Alleg. Riv.	14½	14½	14½	15½	15½	....
1st mortgage	....	....	....	....	....	....
Pennsylvania R. R.	56½	56	56½	56½	57½	....
1st mortgage	104½	....	....	....	....	....
Gen'l mortgage	....	....	....	....	104½	....
Gen'l mort. reg.	....	....	....	....	....	....
Penn. State 6s, 2d series	....	104	....	....	....	....
Penn State 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
6s, new	108	108½	108½	108½	108½	....
Phila. and Reading	52½	51½	51½	51½	51½	....
Debenture bonds	....	....	....	....	82½	....
7s, of 1893	113	....	....	....	....	....
7s, new, convertible	106	106	105½	105½	....	....
Gen'l mortgage	111½	....	....	....	111	....
Gen'l mortgage, reg.	....	....	....	110½	....	....
Philadelphia and Erie	21½	21½	21½	22	22½	....
1st mortgage, 6s	....	102	....	....	....	....
2d mortgage, 7s	....	93	93	....	....	....
Pittsb., Cin. & St. L. 7s	85½	86½	87½	88	88	....
Schuylkill Navigation	....	....	....	7½	....	....
Preferred	15½	....	....	....	....	....
6s, 1872	97	....	....	....	....	....
6s, 1876	....	....	....	....	....	....
6s, 1882	81½	81½	81½	82	....	....
United Co. of N. Jersey	140½	141	....	141	....	....
Hestonville, (Horse)	39½	39½	39½	39½	39½	....
Chestnut & Wal. (do.)	110	110	109	108½	107½	....
Germantown (do.)	88½	....	....	....	88	....
Green and Coates (do.)	....	....	....	....	....	....
Lombard & S'th. (do.)	37	....	....	....	37	....
2d and 3d streets (do.)	....	....	....	....	....	....
Spruce and Pine (do.)	53	52½	....	52½	....	....
13th and 15th sts. (do.)	49	....	49½	....	49½	....
Union (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 22.

	W. 16.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.
Baltimore and Ohio	172	172	....	....	172	....
6s, 1880	....	....	....	....	....	....
6s, 1885	....	....	....	....	....	....
Central Ohio	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	107½	107½	....	107½	....	....
2d mortgage, 7s	100	....	100½	....	100	....
3d mortgage, 8s	....	76½	....	....	76½	....
Northern Central	36½	....	....	....	....	....
2d mortgage, 6s, 1885	....	....	....	....	....	....
3d mortgage, 6s, 1900	....	....	....	....	....	....
6s, 1900, Gold	101½	....	101½	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	85½	88½	88½	....	88	....
Pittsb. & Connellsv. 7s	105½	....	....	105½	105½	....
Rich. and Danville 1st	....	....	....	....	....	....
Virginia 6s, Consol	69	....	....	69½	....	....
Coupons	....	....	....	....	86½	....
Deferred Certificates	9	....	....	....	....	....
Western Maryland	....	....	....	....	....	....
1st M., end. by Balt.	....	....	....	....	....	....
2d M., do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	....	....	....	....	....	....
Wilm., Col. & Aug. 7s	....	....	....	....	....	....
City Passenger R. R.	31	....	....	31	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Adams Express	110			109½		110
Albany and Susq.	105					
1st mortgage						
2d mortgage						109½
American Express	65	65	64½	66½		64½
Am. Dock and Imp. 7s	104					104
Atlantic & Pacific pref.	5½					5½
Atlantic & Pacific Tel.	19½	19½	20	20½		
Bost., Hart. & Erie 1st.	19	20	20½	20½		20½
Burl., C. R. & Minn. 1st						52½
Central of N. Jersey	108	108	109	109		106½
1st mortgage, new						
7s, consolidated			111			111
7s, convertible			110½			
Central Pacific 6s, gold	109		108½			108½
1st M. (San Joaquin)	96½	96½				
1st M. (Cal. and Or.)	94½	94½	94½			94½
Ches. and Ohio 1st M.						
Chicago and Alton	100½x	101½				101½
Preferred		106x				107
1st mortgage	115½					
Sinking Fund						
Income bonds						
Chic., Burl. & Quincy	120½					116½x
7s Consol, 1903			109			
8s, 1883			115½			115½
Chic. & Milwaukee 1st						
Chic., Mil. and St. Paul	46½	45½	45½	46½		47½
Preferred	79½	79½	79½	79½		78½
1st mortgage, 8s						
2d mortgage, 7 & 10s			97			
7s, gold	96½		96½			97½
1st M. (La Crosse div.)	101½	102	103			102½
1st M. (I. and M. div.)	92½	93	93½			99½
1st M. (I. and D. div.)						
1st M. (H. & D. div.)						
1st M. (C. & M. div.)	96	96½	98	98½		99
Consolidated S. F.	88	88½		88½		88½
Chic. & Northwestern	44	44½	44½	43½		42½
Preferred	66½	66½	66½	65½		63½
1st mortgage	104					
Sinking Fund						
Consolidated 7s	102½			103		103
Consol. Gold bonds	92	92½	92½	92½		92½
Do. reg	92		91½			
Chic., Rock Isl. & Pac.	110½	111½	110½	110½		110
7s, 1896	109½	109½	109½			109
Clev., Col., C. and Ind.						65½
1st mortgage	109		109½			
Clev. & Pittsburg guar.	93½	93½	93½			93½
7s, Consolidated	109		110			110
4th mortgage			102½			
Clev., P. and Ash. 7s						105
7s, new						
Clev. and Tol. S. F.						
Col., Chi., & Ind Cent.	5½	5½	5½	5½		5½
1st mortgage	55½	56		55½		55
2d mortgage				18		
Consol. Coal of Md	48	49	48	47½		46½
Del. & Hudson Canal	122½	122½	122½	121½		121½
Reg. 7s, 1891						
Reg. 7s, 1884						
7s, 1894	113					
Del., Lack. & Western	117½	118½	119	119½		119½
2d mortgage 7s	115					
7s, Convertible						
Det., Mon. & Tol. 1st						101
Dt. of Columbia 3-65s	74½	74½	73½	74		74½
Erie Railway	17½	17½	17	17½		17½
Preferred						
1st mortgage						
2d mortgage						
3d mortgage	104					
4th mortgage						
5th mortgage			103½			
Great Western 1st mort	85½	87	88½	89½		
2d mortgage						64½
Hannibal & St. Joseph	19	20	19½			18½
Preferred	29	29½	29½	29		
8s, Convertible			83½	83½		83½
Hudson River 2d mort.	113		113	113		
Illinois Central	100½	100½				100½
Kansas Pacific						
Lake Shore & Mich. So.	66½	66½	66½	65½		63½
Consol. 7s	104½					
Consol. 7s, reg.	105		105			
2d Consolidated						
Lake Shore Div. bonds						
Long Dock bonds						
L'ville & Nash. 7s Cons	91½					91½
Michigan Central	60½	60½	60½	60½		59½
7s, 1902	103½					103½
8s 1882			114			
M. S. and N. I. 1st, S. F.		109				
2d mortgage		102½				
Morris and Essex	104	104	104	104½		104½
1st mortgage	117					
2d mortgage						
7s of 1871		110	110			
7s, Convertible		104				
7s, Consolidated	108	108		108½		
N. Y. Cent. & Hud. Riv	115½	116½	116	116		114½
7s, Sinking fund, 1876						
6s, Sinking fund, 1883	104					104½
6s, Sinking fund, 1887						
1st mortgage	122					122½
1st mortgage, reg.						
N. York and Harlem				143½		
Preferred						
1st mortgage	113					119
1st mortgage, reg.	115		119½			

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
New Jersey				141		
N. Y., N. Haven & Hart.			121½	151½		
North Missouri 1st M.				92½		92
Ohio and Mississippi	22	22½	22½	22½		21½
Preferred				49		
2d mortgage	79½	79				78½
Consolidated 7s						
Consol. Sinking fund			98½			98½
1st M. (Springfield D.)						
Pacific Mail S. S. Co.	33½	34½	33½	33½		31½
Pacific R. R. of Mo.	12½	13	12½			12½
1st mortgage	88½		88½	88½		88½
2d mortgage						
Pacific 7s, guar. by Mo.						
Panama	131			130½		
Pitts., Ft. W. & Chi. gtd	102½	102½	102½	102½		102½
1st mortgage						
2d mortgage	107½					
3d mortgage						
Quicksilver Mining Co.	17½	18	18			18
Preferred		23½	23½			
St. L., Alton and T. H.						5½
Preferred	22½					
1st mortgage						
2d mort. preferred	90					
Income bonds			74			
St. L., Iron Mt. & S'thn.	24½					24½
1st mortgage	98½	98½				
2d mortgage						
St. L., Jack. & Chi. 1st						
St. L., Kan. City & N.	6	5½	6	6		6½
Preferred		31	31	31½		
Tol., P. & War. 1st E.D.						
1st mort., West. Div.	80		81½	81½		
Tol., Wab. & Western	5½	5½	5½	5½		5
Preferred						
1st mortgage	86½		87½			88½
2d mortgage	61		61	63		65
7s, Consolidated						
St. Louis Division	62½			65		
Union Pacific	68½			68½		68½
1st mortgage	105½	105½	105½	105½		105½
Land Grant 7s	102½	103	103	103		102½
Sinking Fund 8s	97			97		97
United States Express	74½	75½	76	75½		74
Warren			106			
Wells-Fargo Express	88½		88½			90
Western Pacific bonds	101					
Western Union Tel.	73½	74½	73½	72½		72
7s, S. F. conv., 1900	98½	98½	98½			98½

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Atch., Top. and San. Fe		12½				
1st mortgage	71	72	72½	72½		72½
Land Grant 7s	65½	66½	66½	68		68
Income 12s		95½	96	98		98
Boston and Albany	132½	132½	132½	132½		132
7s						
6s, 1895						
Boston and Lowell	51½					
7s						
Boston and Maine	101	101½	101	100½		99½
Boston and Providence		147½				
Boston, Hart. & Erie 7s	19	19½	19½	20½		20½
Boston Water Power	10½	10½	11	10½		10½
Burl. & Mo. R. in Iowa						
Land Grant 7s						
Burl. & Mo. R. in Neb.				38½		38½
8s, old	100	100				100
Carthage and Burl. 8s						
Cary Improvement	2½			2½		2½
Chi., Burl. and Quincy	120½	120½	115½x	116		116
7s				108½		107½
Cin., Sand. and Clev.	9½					9½
Concord						
Connecticut River						154
Eastern	10½	11	11	11½		11½
7s, Sinking Fund						
Fitchburg						125
Ind., Cin. & Lafayette						
Michigan Central	60½	60½		60½		60
Nashua and Lowell						
Northern, N. H.	76½	76	76½	76½		
Norwich & Worcester	126	126	126	125½		
Ogden. & Lake Champ.	30					31½
Preferred	80					83½
Old Colony	105	105½	105½	105		
6s, 1895						
Ph., Wil. & Baltimore	62½	63	63			
Port'd, Saco & Ports.	58	58½				
Ports., Gt. Falls & Con.						
Pullman Palace Car	81	81	81	81½		81½
Union Pacific						
6s	104½	105				
Land Grant 7s						
Sinking Fund 8s	93½	93½				93½
Vermont and Canada	30	30	30	30½		
Vermont and Mass.	102					102
Worcester and Nashua	70	66	76			
Cambridge (Horse)						
Metropolitan (")						59
7s						
Middlesex (")	71					
Central Mining Co.		30				30
Calumet and Hecla	167	167		167		167
Copper Falls						
Franklin				14		
Quincy			41	40		40

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.
Federal Stocks:—						
U. S. 5s, 10-40s, reg.	118½		118½			118½
U. S. 5s, 10-40s, coup.	121½	121½				
U. S. 6s, 1881, reg.	118½	119		119		118½
U. S. 6s, 1881, coup.	118½	118½	118½			118½
U. S. 6s, 1881, reg.	123½	122½	123½	123½		123½
U. S. 6s, 1881, coup.	123½	123½				123½
U. S. 6s, 5-20s, reg. 1865						
U. S. 6s, 5-20s, c. 1865						115
U. S. 6s, 5-20s, r. n. 1865						
U. S. 6s, 5-20s, c. n 1865	120	120		120		119½
U. S. 6s, 5-20s, reg. 1867	122½	122½		122½		122½
U. S. 6s, 5-20s, c. 1867	122½	122½		122½		122½
U. S. 6s, 5-20s, reg. 1868				123½		123
U. S. 6s, 5-20s, c. 1868	123½		123½			123½
U. S. 6s, Pac. R. R. issue	127	127	127	127½		128

London Stock Exchange.

	Closing Prices Jan. 28.	Closing Prices Feb. 4.
Atlantic & Gt. W. 1st mort., $1,000	32 — 34	32 — 34
Do. 2d mort., $1,000	14 — 16	14 — 16
Do. 3d mort., $1,000	6 — 7	6 — 7
Atlantic, Miss. & Ohio Consol. mort.	33 — 38	30 — 35
Central of New Jersey Consol. mort	99½ — 100½	99½ — 100½
Central Pacific of California 1st mort.	95 — 96	95½ — 96½
Do. (C. & O. div.) 1st mt. gd. bds.	90 — 92	89 — 91
Detroit & Milwaukee 1st mort. bonds	35 — 45	35 — 45
Do. 2d do.	35 — 45	35 — 45
Erie shares, $100	15½ — 16	15½ — 15½
Do. Preference Shares	31 — 33	31 — 33
Do. 7 Convertible Gold Bonds	44 — 46	44 — 46
Galveston and Harrisburg 1st mort.	65 — 75	60 — 70
Illinois Central $100 shares	88½ — 85½	88 — 89
Lehigh Valley Consol. mortgage	91 — 92	91½ — 92½
Marietta and Cincinnati Railway	100 — 102	98 — 100
Mo., Kan. & Tex. 1st M. G. B. Eng.	42 — 46	42 — 46
N. Y. Cent. & Hud. Riv. Mt. bonds	109½ — 110½	109½ — 110½
Do. 1st mortgage	99½ — 100½	100½ — 101½
Pennsylvania, $50 shares	50 — 51	50 — 51
Do. 1st mortgage	— —	— —
Philadelphia and Reading $50 sha.	47 — 48	47 — 48
Pittsbg. Ft. W. & Chic. Equip. bds.	105 — 107	105 — 107
Union Pacific Land Grant 1st mort.	91 — 93	91 — 93
Do. do. do. 2d do.	93 — 95	93 — 95

American Railroad Journal.

Saturday, February 26, 1876.

Financial and Commercial Affairs.

Money has been in liberal supply through the week, and borrowers in good standing have experienced no difficulty in making prompt and adequate provision for their wants at the ruling figures, which have been within the range of 2½@5 per cent on call, and 4½@7 per cent per annum in the discount line. The inquiry for accommodation has not been particularly urgent from any source. The Treasury cash movements tended toward the close to strengthen the City bank reserves. The disbursements of the local office were gaining on the receipts. The Sub-Treasury balances at the close of last week indicated a slight increase on both the coin and currency items. National Bank notes were redeemed last week to the amount of $3,530,000. The City Banks have had their deposits reduced $796,300; and their legal tender reserve increased $1,072,000. The specie average has been diminished $2,459,700, but this has been only temporary, through the Syndicate payments into the Treasury office. The loan and discount item was increased $1,454,700. The circulation was diminished $110,400. The U. S. Sub Treasury in this city closed the week with a currency balance of $37,620,702 against $37,078,726 the preceding week; and a coin board of $47,197,865 against $46,952,108 on the previous return. The City bank exchanges in currency reached $444,910,718, or a daily average of $74,151,786. The customs revenue of the port during the week was $2,876,000. The City banks reported their average of gold last week at $22,044,900, and their greenback average at $48,967,800. Their deposits stood at $224,762,200. The loan

item was $268,011,400. The circulation was $17,-183,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of $14,822,-150.

The aggregate of the outstanding U. S. currency, of all denominations, February 1st was $417,-205,989. The outstanding amount of legal tender notes is $371,273,140. The National bank circulation is now $341,557,911, including $2,099,280 of national gold bank notes.

On Monday of this week the cash balances of the Treasury Department at Washington were: of Currency $10,106,384; special deposit of legal tenders for the redemption of certificates of deposit, $44,550,000; Coin, $75,051,625; Coin certificates, $33,786,900.

The week's import entries of Foreign Merchandise at New York were $9,018,213, including $3,585,640 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 74 millions; and from Customs, 97 millions.

The specie shipments from San Francisco, by rail for New York, Jan. 1 to Feb. 10th, were $1,386,170.

Gold has been more active, and decidedly stronger as to price. The speculative inquiry has been more animated, and the export drain has been on a more extensive scale. The recent Syndicate payments into the Sub-Treasury, on account of the Funding Loan, temporarily diminishing the available supply of specie in the market. The customs call was increasing. The extremes of the price during the week have been 113⅛@114⅛, closing on Wednesday at 114⅛ as against 113⅝, on Wednesday of the preceding week. The specie outflow last week was up to $2,331,946 against $954,204 the previous week. The imports of specie at this port last week were $123,852, and since January 1, $557,467, as against $159,102 at same time last year. The customs demand for gold last week averaged $396,-000 per day. Foreign Exchange has been moderately sought after at about steady rates. Bankers' sixty day bills on London closed on Wednesday at $4 85⅛@$4 86, sight bills on London at $4 89¼@$4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of $4,651,625. The week's imports of Dry Goods and general merchandise were to the specie value of $9,018,213 as against $7,974,708 the corresponding week of 1875.

Government Securities have been actively inquired for on investment account, and have been quoted rather higher, and at the close buoyant in price. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is $358,428,560.

U. S sixes of 1881 closed on Wednesday of this week at 123¼@123½; U. S. Five-Twenties of 1864, at 115@115½; U. S. Five-Twenties of 1865, 118¼@118½; U. S. Five-Twenties of 1865, consolidated, 119⅞@120⅛; U. S. Five-Twenties of 1867, 122⅛@122¾; U. S. Five-Twenties of 1868, 123¾@124; U. S. Ten-Forties at 121¼@121½; U. S. Fives of 1881, (Funding Loan) 118⅞@119; Six per cent. currency Sixes, 126¾@127.

State and Railway bonds have been in moderately active demand, and generally firm in price. And in the line of Railway and Miscellaneous share property the dealings have been up to a fair average as to amount most of the week, but at irregular prices, closing about steady.

General business has been moderate, checked to some extent by the recurrence of Washington's Birthday, which was observed as a close holiday in financial and commercial circles. Domestic Produce has been unsettled in price, on a restricted movement. Foreign merchandise quiet, as a rule, at about late figures. The Metal trade has been quite limited. Eglinton Pig Iron quoted here at $29 50@$30; Glengarnock $31@$32; Coltness $33; No. 1 American Pig at $23@—; No. 2 do. at $21@—; Forge, $17@20; English Rails (in bond) $35@$36 gold; American Rails at works, $45@$48; Old Rails $20@$22. Wrought Scrap, $30@$31. Ocean freights have been rather quiet, with room for Cotton, Flour, Grain, Petroleum and Provisions in less request, closing weak as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Lehigh and Wilkesbarre 7s, consol., 98⅝; Rome, Watertown and Ogdensburg 7s, consol., 93¼; Rensselaer and Saratoga 1st mort., 118; Chesapeake and Ohio 1st mort., coupon on, 86; Milwaukee and St. Paul 2d mort., 98; Central Pacific 6s, Land Grant, 99; Indianapolis, Bloomington and Western 1st mort., 35½; do. 2d mort., 11½; Canada Southern 1st mort., coupon on, 69; Belleville and Southern Illinois 1st mort., 93¼; Winona and St. Peter 1st mort., 85; South Side R. R., S. F. bonds, 75; Cedar Falls and Minnesota 1st mort., 85; Galena and Chicago 1st mort., 105; East Tennessee, Virginia and Georgia 1st mort., 88½; Hannibal and Central Missouri 1st mort., 83; Missouri, Kansas and Texas R. R., 11¼; do. 7s, consol., S. F., coupon off, 56; New Jersey Southern R. R., 1⅝; Pittsburg, Ft. Wayne and Chicago Special Guar. stock, 90; Canton Co., 44; Maryland Coal, 118; Spring Mt. Coal, 64¾; Georgia 7s, gold, 107; Missouri 6s, H. and St. J. issue, 1887, 102; Tennessee 6s, old, 45⅛; do. new, 44¾; do. 6s, new series, 44¾; Missouri 6s, long bonds, 102¾; do. 6s, 1878, 101; Arkansas 6s, Funding, 46; Virginia 6s, def. cer., 9; Virginia 6s, ex mat. coupon, 69¼; Alabama 8s, 1888, 32; New York State 7s, Bounty Loan, reg., 104¾; do. coupon, 104¾; North Carolina 6s, Special Tax, 2d class, 3. The latest quotations are: Pacific Mail 31⅜@31½; Western Union Telegraph, 71⅞@72; Atlantic and Pacific Tel., 20@21; Quicksilver Mining 17¼@18; do. pref., 22@24⅞; Mariposa Land and Mining, 8¼@9; do. pref., 8¾@10; Adams Exp., 109@109¾; American Exp., 64⅛@65¼; U. S. Express, 73¾@74¼; Wells-Fargo Express, 88@89; Chicago and Alton, 100⅛@101¼; Cleveland and Pittsburg, 93¼@93½; Chicago and Northwestern, 42¼@42⅜; do. pref., 63⅛@63¼; Chicago Rock Island and Pacific, 109⅞@110; Chicago, Milwaukee and St. Paul, 42⅛@42¼; do. pref., 78¼@78⅜; Cleveland, Columbus, Cincinnati and Indianapolis, 52@54; Columbus, Chicago and Indiana Central, 5@5¼; Delaware, Lackawanna and Western, 119¼@119⅛; Erie, 17⅛@17¾; Hannibal and St. Joseph, 18⅜@18⅝; do. pref. 28¾@29; Lake Shore and Michigan Southern, 63¾@63⅞; Michigan Central, 59¾@60; New York and Harlem, 140@143; N. Y. Central and Hudson River, 114⅛@114¾; Central of New Jersey 107@107½; Ohio and Miss., 21¼@21⅜; Panama, 130@132; Toledo, Wabash and Western, 5@5¼; Pacific R. R. of Missouri, 12⅛@12¾; Union Pacific, 68¾@69; do. 1st mort., 105¼@105½; do. 7s, land grant, 102⅛@102¾; do. sinking fund 8s, 96¾@97; Central Pacific 6s, gold, 108⅛@108¾.

Boston.—Atchison, Topeka and Santa Fe 2d mort., 40; Eastern R. R. 7s, notes, 52; Old Colony 7s, 109¼; Fitchburg 7s, 112½; Lowell and Andover 6s, 1894, 96; Rutland pref., 111⅛; do Equipment 8s, 59; Summit Branch, 34⅛; Berkshire R. R., 78; Eastern (N. H.) R. R., 26; Boston, Revere Branch and Lynn R. R., 98; Providence and Worcester R. R., 131⅛; Union Railway, 119¾; Boston Land, 6; New Hampshire 6s, 108½; Maine 6s, 108; Chicago 7s, 105; Providence 5s, 1900, gold, 105⅛; St. Louis City 6s, 1888, 100⅛; Boston 5s, 111; Haverhill 6s, 1887, 105; Portland 6s, 1884, 102¼; Toledo 8s, 1887, 108⅞; Cincinnati 7.30s, 1902, 102⅞; Cleveland 7s, 1888, 106; Fall River 6s, 1880, 103¼; Worcester 6s, 1892, 106; Allouez Mining Co., 25½; Duncan, silver, 1.55; Pewabic, 6.

Philadelphia.—Delaware and Bound Brook R. R. 7s, 103; Oil Creek 7s, rec., 72; Allegheny Valley Income bonds, 55; Northern Pacific 7.30s, 19½; Philadelphia and Reading Coal and Iron deben. 7s, 85⅛; do. mort., 7s, 89; Warren and Franklin 7s, 85; North Pennsylvania Gen'l mort. 7s, reg., 105⅛; Huntingdon and Broad Top Mt. 7s, consol., 61; Am. S. S. Co. 6s, 81⅛; Belvidere Delaware 2d mort., 95; Philadelphia, Germantown and Norristown R. R., 101; Schuylkill Navigation dividend scrip, 95; Nesquehoning Valley R. R., 56¾; Harrisburg City 6s, 94. The latest quotations are: City 6s, 103⅜@—; do. free of tax, 108¼@108½; Pennsylvania State 6s, 2d series, 103@104; do. 3d series, 112@112; Philadelphia and Reading, 51⅛@51⅝; do. Gen'l mort. 7s, coup., 111@112; do. reg., 110¼@110½; do. mort. 6s, 1880, 103@104; do. 7s, new conv., 105⅛@106; do. 7s, 1893, 113@—; United New Jersey R. R. and Canal Co., 140¾@141¼; Camden and Amboy mort. 6s, 1889, 105⅛@106; Pennsylvania R. R., 56⅝@56¾; do. 1st mort., 104⅛@105; do. general mort. coupon, 103⅛@—; do. reg., 106⅛@—; Little Schuylkill R. R., 51¼@51¾; Morris Canal, 55@—; do. pref., 133@140; do. 6s, 100@—; Susq. Canal, 8@9; do. 6s, 75@80; Schuylkill Nav., 7⅜@7¾; do. pref., 15@15½; do. 6s, 1882, 81¾@82¼; do. 1872, 96¾@—; do. 6s, Imp., 89@—; Elmira and Williamsport pref., 40@42; do. 7s, 101⅛@103; do. 5s, 65@—; Lehigh Coal and Navigation, 51@51¼; do. 6s, 1884, 104@104¼; do. R. R. Loan 104@104¼; do. Gold Loan, 105¾@106¼; North Pennsylvania, 54⅛@54⅝; do. 6s, 104¼@105; do. 7s, 109@109; do. Gen'l mort. 7s, 105@105; Philadelphia and Erie, 21⅞@22; do. 6s, 102⅛@—; do. 7s, 92¾@93¼; Minehill, 53@53½; Catawissa, 18¾@19¼; do. pref., 45@45½; do. new pref., 43⅛@43½; do. 7s, 1900, 105⅛@106; Lehigh Valley, 62½@63; do. 6s, new coupon, 104¾@105; do. reg., 105@106; do. 7s, 113⅛@114; do. 6s., consol. mort., 100⅛@100¾; Fifth and Sixth streets (horse), 79@80; Second and Third, 90@92; Thirteenth and Fif-

teenth, 49@49¼; Spruce and Pine, 52¾@53; Green and Coates, 65@68; Chestnut and Walnut, 108¼@109; Hestonville, 39⅛@39¼; Germantown, 87⅛@87⅛; Union, 105@115; Lombard and South, 35@38; Ridge Avenue, 70@73; Tenth and Eleventh, 125@—.

Baltimore.—Wilmington and Weldon 7s, 101¼; Atlantic and Richmond Air Line 8s, 60; Cincinnati and Baltimore 7s, 100; Virginia and Tennessee 8s, 79¾; Seaboard and Roanoke R. R., 107; Baltimore and Ohio 1st pref., 107; Cincinnati 7-30s, 108½; Baltimore City 6s, 1890, 108½; do. 1902, 108¾; do. 6s, exempt, 109; Maryland Defense 6s, 110; Santa Clara Mining Co., 19⅛. The latest quotations are: Wilmington and Weldon 7s, 101@101¼; Wilmington, Columbia and Augusta 7s, 89@43; Richmond and Danville 1st mort., 71@72½; Pittsburg and Connellsville 7s, 1898, 105½@105¾; Baltimore and Ohio, 172@172¾; do. 6s, 1880, 103½@104; do., 1885, 107@108; Washington Branch, 120@150; Northern Central, 38⅛@39; do. 6s, 1877, 100@—; do. 6s, 1885, 102@104; do. 6s, 1900, 103@—; do. 6s, 1900, gold, 101½@102; N. W. Va. 3d mort. 1885, 100@—; Marietta and Cincinnati 1st mort. 7s, 1892, 107¼@107½; do. 2d mort. 7s, 100@100¼; do. 3d mort. 8s, 76¼@76¾; Central Ohio, 42@43; do. 1st mort. 103¼@—; Western Maryland, 0@6; do. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 103@—; do. 2d mort. guar., 103@—; do. 3d mort. guar., 103@105; do. 2d mort. pref., 90@95; do. 2d mort., guar. by Washington Co., 95@100; Virginia and Tennessee 2d mort. 6s, 75@79⅞; do. 3d mort. 8s, 79⅝@79⅞; Orange and Alexandria 1st mort. 6s, 85@91; do. 2d mort. 6s, 80@80½; do. 3d mort. 8s, 70@74½; do. 4th mort. 8s, 58@61; Orange, Alex. and Manassas 7s, 88@88¾; Baltimore 6s, 1875, 103@103½; do. 1884, 107½@—; do. 1886, 107½@108; do. 1890, 108¼@108½; do. 1900, 107⅛@—; do. 1902, 108@—; do. 6s, exempt, 109@110; do. 5s, 85@—; Memphis City 6s, 35@40; Maryland Defense 6s, 1883, 110½@111; do. 6s, 1890, 106@—; do. 6s, exempt, 110½@—; do. 5s, 85@—; Virginia coupon 6s, old, 36@40; do. new, 37@40; do. consol. 6s, 69¼@70; Virginia coupons, 86¾@87; West Virginia def. certif., 9⅛@9¼; City Passenger R. R., 30½@31; George's Creek Coal, 140@150; Atlantic Coal, 2.45@2.50; Canton Co., 44@46.

Illinois Central Railroad.

During the month of January, 1876, 1,735.06 acres of land were sold for $12,511 86. The cash collected on land contracts during the same time was $20,360 28. The traffic on the main line in Illinois was $461,283 21, against $490,190 72 in January, 1875. The traffic of the Iowa lines (leased at 35 per cent of gross receipts) was $127,168 35, against $107,030 81 in January, 1875.

☞ The United States Supreme Court having decided that the foreign stockholders of the Illinois Central Railroad Company could not be taxed on bonds held by them, arrangements are being perfected by the Internal Revenue Bureau to refund the tax paid by them. The amount is nearly $180,000.

☞ The Governor has recommissioned Thomas L. Nelson of Worcester Commissioner to examine the accounts of the Providence and Worcester Railroad.

Car Building at Wilmington, Del.

The Wilmington (Del.) *Commercial* says that the car building industry in that city is quite active. Considerable new work is being done, and not a little repairing. The near approach of the Centennial Exhibition is attributed as the immediate cause of the activity, but the builders state that their orders are such as indicate more than a mere spasmodic demand. They express the opinion that the bottom has been reached in the depression of their business, and anticipate better times in the future. The factories are not yet running up to their full capacity, but the prospects are that they will do so within a limited period of time. The heaviest orders on hand at present are from the Philadelphia, Wilmington and Baltimore Railroad Company, and the new line between Philadelphia and New York.

At the annual meeting of the Delaware, Lackawanna and Western Railroad Company held in this city on the 22d inst., the following officers were unanimously elected for the ensuing year President, Samuel Sloan; Secretary, Andrew J. Odell; Treasurer, Fred. H. Gibbons; Managers, William E. Dodge, Moses Taylor, George Bulkley, John I. Blair, Rufus R. Graves, Simon B. Chittenden, John Brisbin, George Bliss, Percy R. Pyne, William Walter Phelps, James Blair, Wilson G. Hunt, M. Massey and A. L. Dennis.

☞ The numerous conferences which have recently been held in Pittsburg between the iron and steel workers have resulted in the adoption of a constitution and by-laws for the government of an organization to be known as the International Amalgamation Union of Iron and Steel Workers of the United States. Heretofore the iron and steel workers have had their separate organizations for different branches of the trade. The new society embraces all the iron and steel workers in one common society, and will make a formidable organization, including puddlers, heaters, rollers, etc.

☞ The Edgar Thomson Steel Works will commence, on Monday next, the manufacture of 600 tons of steel rails, to be used by the Pennsylvania Railroad Company in extending their tracks to the Centennial buildings in Philadelphia. After this order has been finished the works will make a steel rail 150 feet in length, for the Centennial Exposition, which will be the largest ever made.

A bill has passed both branches of the Pennsylvania Legislature requesting the attorney general to proceed by writ of quo warranto to forfeit the franchises of the State Line and Juanita, now known as the Baltimore, Philadelphia and New York Railroad.

☞ Wm. B. Strong, General Superintendent of the Michigan Central, has resigned that position, and returned to the Superintendency of the Chicago, Burlington and Quincy. President Joy has appointed H. D. Ledyard, now Assistant General Superintendent, to take his place, with headquarters in Detroit.

☞ The track of the Denver and Rio Grande Railway reached Cucharas on the 22d inst. Cucharas is fifty miles south of Pueblo, and is the point from which the San Juan and Del Norte trade will leave the railway. The track laying will be pushed rapidly from Cucharas to Trinidad, forty miles further.

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EDWARD MATTHEWS,

No. 4 Broad Street.

☞ In the United States Senate, on the 21st inst., a report was presented from the Conference Committee on the bill to pay the interest on the 3.65 bonds of the District of Columbia, and passed by a vote of 31 to 25. A motion was, however, entered to reconsider, which will prevent final action by that body until Wednesday, to which day the Senate adjourned. The report has then to go to the House, so that it is not improbable that the owners of the bonds will not get their February interest until about the first of March.

☞ Messrs. Maitland, Phelps & Co. advertise that they will pay the coupons of the fifth mortgage bonds of the New York and Erie Railroad Company due June 1 and Dec. 1, 1875, on presentation at their office, No. 47 Exchange Place.

Eastern Railroad.

The following is an extract from the Annual Report of the Directors of the Eastern Railroad Company, presented at the Annual Meeting of the Stockholders held in Boston, on the 7th inst.:

The Eastern Railroad Company was incorporated by an Act of the Legislature of Massachusetts, dated April 14, 1836, to build and operate a railroad from Boston to the southerly line of New Hampshire, and with a capital stock limited to twenty thousand shares, at one hundred dollars each, or two millions of dollars. The Act was accepted on the 10th of May, 1836, and preparations made for the immediate prosecution of the enterprise.

Among the first questions that engaged the attention of the new company was the election between two proposed routes of location; the one, which was finally adopted, from East Boston to Salem, through the Salem tunnel, over the Beverly bridge, and so northwards; and the other, from a point in Boston near where the American House now stands, over the old Charlestown bridge, through what is now Peabody, to the northwesterly part of the City of Salem, and so northwards, avoiding both the tunnel and the Beverly bridge. The decision of this question has entered vitally into the life and history of the railroad, and is one of the most potent factors of its present condition. Elaborate surveys were made, and a candid and thorough investigation had; the masterly report of the distinguished engineer, Mr. John M. Fessenden, the gift of land a mile in length and about four rods wide for the track, the fact of two miles shorter distance by this location, and the wholly inadequate estimate, as we are now able to see it, of the future extent and business necessities of the road, led to the choice of the East Boston location, and the road was constructed upon that route.

Since that time, as is well known, the passenger traffic and much of the freightage has, at great expenditure for grounds, station and freight houses, been removed from East Boston to the present location in Boston and Charlestown. Simply calling attention now to the very greatly enhanced cost of these terminal facilities, compared with what it would have been at the time of the original location of the road, and to the consideration that we have been compelled to maintain two termini in Boston, we leave this matter to be further adverted to in subsequent portions of this Report.

The road was first built and operated to Salem; then extended to Ipswich; then to Newburyport; and finally completed to the State line Nov. 9, 1840.

On the same day the Eastern Railroad in New Hampshire completed their road from the State line, where it connected with the road of this company, to Portsmouth. Passenger traffic over the extended line was shortly after commenced.

The next movement of the company in 1840 was the building and equipment of the road known as the "Marblehead Branch," from Salem to Marblehead, at a cost of about $55,000. Previous to the establishment of this branch the communication between Marblehead and Boston was by means of stages to Lynn, and thence to Boston; the competition by this stage route continued about four years and then entirely ceased. This branch was never remunerative to the company, and as an independent road, scarcely at this day returns to us more than the current expenses of its maintenance. Its importance has been only as a feeder in furnishing business to be done on the main trunk; and in this view it may now be considered a judicious investment.

In 1845 the "Gloucester Branch," so called, or the road from Beverly, thirteen miles, to Gloucester, was built at a cost of about $383,000, and has always been a satisfactory investment.

In the same year the "Salisbury Branch," running from Salisbury to Amesbury, four miles, was built, at a cost of about $70,000; and although not remunerative in itself, yet, regarding it both as a line and a feeder, it has probably occasioned no serious loss to the company.

In 1847 the branch was built from Salem to Peabody, about two miles; and afterward the Essex Railroad, which extended seventeen miles further to North Andover, was purchased by this company, the whole road being now known as the "Lawrence Branch." This branch has been at the best a heavy burden upon the company, never having been in any sense remunerative, and has occasioned an actual loss to the company of not less than $350,000. There is a mortgage outstanding upon the road, originally for $300,000, but now reduced by payments by this company to $194,000, bearing interest at six per cent. This balance becomes due during the coming autumn, has been once extended, and can probably be again extended if desirable or necessary.

In 1860 the company purchased the "Rockport Branch" for $91,000, making an extension of our Gloucester Branch to that place. We had previously operated this extension for five years without charge, and without any marked loss. The quite considerable business furnished by it passes mostly over our main line, and this investment has always been regarded with favor.

In the year 1873 a branch was built from Swampscott to Marblehead, a distance of about five miles. In our present light, the expenditures for this road, amounting to $175,000, were wholly ill-advised. There are no villages to afford passengers, nor industries to afford freight, at any points between the two termini; and the question when there may be such is one of the problems that rest entirely with the future. All the business now done by this branch would be legitimately done by the old Marblehead Branch, without any additional expense, and is, in so far, a weakening of that branch, making the original cost and the expenses of separate equipment and maintenance of the Swampscott Branch a useless and unproductive outlay.

Four matters of extension successively engaged the attention of the company as works of defense, as follows:

In 1850 the South Reading Branch Railroad was built from a point on the Boston and Maine road to Peabody, making a continuous line possible from Salem and Beverly to Boston over that route. The objections felt at that time in the popular mind against crossing the East Boston Ferry, and the advanced point at which passengers could be landed in Boston by the Boston and Maine road were causing a heavy diversion of our business, both passenger and freight, from our main road to this competing line. It was estimated, and was doubtless true, that we were losing by this diversion about $70,000 a year; certainly a very large part of our Salem and Peabody business and very much of our Eastern travel was thus diverted. This was one of the difficulties entailed upon us by our original location; for it must be obvious that had the other route prevailed and our road run through Peabody, Danvers and Georgetown, centres of business, no inducements would have been held out for the construction of any competing branches through this whole section of the country. The loss, however, was at once perceptibly serious, and threatened an indefinite increase; and some action became requisite to stop the leakage.

Accordingly, first, a controlling interest in this branch was purchased by this company in 1851, for which advanced rates were obliged to be paid; and subsequently we were compelled to purchase the residue of the road by action of the Legislature at its par value, amounting to $380,000. The first cost of this branch was a complete loss to the company, so far as any value in the road itself for passengers or freight was concerned; and the only benefit it has ever been to us has been to stop the diversion of business from our main line; and even this benefit became of short duration; for in the year 1854 most if not all the potential reasons of this expenditure were deprived of force by the establishment of our business stations where they now stand, within the city proper; so that this branch road, before that time of only negative value, has since then become and continues a burden, without the hope of relief, costing us about $10,000 to $15,000 a year, over and above all receipts, to run it as required by the Commonwealth. Repeated and persistent efforts have been made to get the Commonwealth to relieve us from this constant burden and drainage, but without any success.

About the year 1851 the Saugus Branch Railroad was built from Lynn to Edgeworth, and there connected with the Boston and Maine Railroad, again opening and repeating the opportunities for depletion effected by the branch to South Reading. The same dangers were imminent, and the same remedies applied, as in the previous case; but with this important difference in results, that since 1854 the Saugus Branch has been a property steadily increasing in value, and may perhaps now be considered as self-sustaining.

The purchase of the Essex Branch Railroad, running from Essex to Wenham, was effected in 1874. This road was built by the town of Essex, and its purchase was contested between the Boston and Maine road and our road. Its importance may be measured by the following considerations: By constructing only three or four miles of a perfectly level road from Bradford to Wenham, the Boston and Maine road could unite Wenham with their Georgetown Branch, and so open a diversion again from our main line to Boston; and again, by the construction of about seven miles of road to Rockport, it would come into competition, not only for all the business done over our road from that thriving place, but also be in the possession of a line of road running directly across our track, and breaking in upon a district of country which ought to have been sacredly covered by our original franchise. For this branch road we paid about $95,000. The hopes entertained of the success of this road have proved a delusion, and it has never been remunerative.

The remaining matter of defence was the leasing by this company of the Newburyport City Railroad for a period of twenty years (eighteen remaining), at an annual rental of six thousand dollars. This was a railroad then having connection only with the Eastern, and extending from our tracks to the wharves just below the crossing of the Newburyport Road, and touching them all. There was no spur connecting it with the Boston and Maine Road; and the question of its control became

a matter of spirited controversy. Subsequently, however, connections were effected with the Georgetown Branch Road, and the larger proportion of the business from these wharves was carried off from us to the Boston and Maine Road—especially the large coal business of Lawrence. The road is not remunerative to us, and we probably lose by it something more than the annual rental.

In 1854, in response to what seemed to be the demand of our own stockholders, and to accommodate the then present and prospective business of Northern lines of railway, the terminus of our passenger traffic was removed to its present location in Boston. The removal was effected by building a new road from North Chelsea—now Revere—about two miles to Cary Cut, so called, thence to Somerville by the Grand Junction Railroad (now owned by the Boston and Albany Railroad), and from Somerville to Causeway Street, about one and seven-eighth miles, by building a new road with the two necessary bridges. The expense of the removal was, in round numbers, $1,300,000, including the land purchased at that time. But the station house was not erected till the year 1862, and cost the sum of $88,500.

In 1874, finding it necessary for the convenience of access to our station and car accommodations, and to prevent the inconvenient encroachments and incumbrance of other roads, to obtain possession of a strip of land, 29 feet in width, extending from Couseway street to the water, upon the extreme Eastern side of our location, we, in the exercise of rights given us by the law, took the land, and became liable to pay therefor such damages as should be legally assessed. This amount was first adjudicated at $125,000 by a jury, but by subsequent proceedings that sum was finally reduced to about $118,000, including all costs. The value of this land probably never exceeded $50,000 at the highest possible appraisement; and the balance of the cost must be set down to loss. Other small improvements, such as car-sheds and extensions, have been from time to time made; and the whole cost of the removal can be safely estimated at $1,500,000.

The Eastern Railroad in New Hampshire, running from the State line to Portsmouth, was leased by the Eastern Railroad Company in 1840, and has always been virtually a part of this road. In 1860 a supplementary contract of lease between the two companies was also made and ratified. The lease of the road and property is for the term of ninety-nine years from June, 1840, by which we are bound to pay to the stockholders of that road, as rental, precisely the same dividends per share of their stock that we pay to the stockholders of the Eastern Railroad Company.

The only question that has risen between the two companies under these arrangements was a claim by the Eastern Railroad Company, made under the original contract, that moneys which had been expended by us for the extension of our tracks to Boston should have been accounted for as earnings to pay dividends. The claim was finally compromised, and harmonious relations preserved, by our paying in full settlement of the claim the sum of $12,000.

In the year 1847 the Portland, Saco and Portsmouth Railroad was leased by the Eastern and Boston and Maine Railroads jointly, at a rental of three dollars a share semi-annually—that is, six per cent per annum on $1,500,000, the capital stock of that company; and the receipts of the road were divided between the two roads, lessees, in the same proportion that the business was carried by them. This lease was for an indefinite time, and contained a provision that if the lease should be broken by either of the lessees, the road so making the breach should pay the lessor, as damages, $100,000. If the breach should be made by the lessor, it should pay to each of the other roads, lessees, the sum of $100,000, or in all $200,000. In January, 1870, the Portland, Saco and Portsmouth Railroad decided to break the contract and pay the penalty. And then began a contest which unfortunately has given rise to much private and public feeling. Precisely where and how it commenced will perhaps never be satisfactorily known. The motives and views which were operative on the part of this company need not be concealed.

In the year 1869, conferences were held between the Eastern Railroad Company and the Maine Central Railroad Company, with a view to the control of all the business of the latter by or in the interest of the Eastern Road. Nothing, however, was done, further than to make clear the views of each party respecting the matter in discussion. One thing became evident to both: that the control of the P., S. and P. Road was essential to any party who proposed to take and maintain the business of the Maine Central Road. If it could be controlled by the Maine Central Road it would hold the key to the through business to Boston, and could turn it to that company which could be induced to carry the business on terms most profitable to it.

About this time—1869 or 1870—and in consequence of these conferences, the Maine Central, as we believe, promoted the annulling of the said joint lease by offering a rental of five per cent in gold, instead of six per cent in currency, as reserved in the lease. The Portland, Saco and Portsmouth now put themselves into the market to excite competition between the three roads—the Maine Central, the Boston and Maine and the Eastern. Six, eight, and finally ten per cent was offered; at length the Eastern Railroad Company, with hesitation and reluctantly, also offered the ten per cent, and the new contract was awarded to it, in consequence of no secret maneuvering, but from the simple fact that the parties then in control of the Portland, Saco and Portsmouth Road happened to be more interested pecuniarily in the Eastern Railroad Company than in its competitor, the Boston and Maine.

Another inciting cause to the breach of this contract existed within the Portland Road itself, and should perhaps be stated. During the war great dissatisfaction had been felt—first on account of its depreciated currency rentals, and, secondly, because the taxes imposed by the Government were deducted from the rentals before payment; and it was therefore natural that the desire should become prevalent for a rental that should be gold and free from taxes. Thus, at all events, it resulted; the contract was broken, the penalty paid, and a new contract of agency made by which the Eastern Railroad Company obtained control of the road to Portland, in perpetuity, at a rental of ten per cent per annum in gold on a capital cost of one and a half million of dollars—that is, a rental of $150,000 yearly. These rates were unduly high and excessive. At the present reduced rate of six per cent, viewed in the light of furnishing business to our trunk line to Boston, the contract is a possession whose value remains to be proved by the results of coming years. It is certainly clear that the Eastern business will never warrant a greater rental than the present reduced rate of six per cent.

Having, in 1871, possession and control of the Portland, Saco and Portsmouth road, the question of availing ourselves of the business of the Maine Central road became one of interest and importance; and it manifested itself in two ways—first, in relation to the Boston and Maine, our competitors for the Portland, Saco and Portsmouth road; and, secondly, in relation to the Maine Central road itself. In regard to the first, it is perhaps sufficient to say that the measures taken proved neither highly creditable nor profitable.

In the year 1871, a contract was effected with the Maine Central, by which the whole of its business was transferred to the Eastern Railroad Company, that road to furnish suitable facilities to receive and transact the same in Boston. Large anticipations were apparently entertained by the management of both roads, and the immense aggregates of business were spoken of in language we now think somewhat exaggerated. By this first contract, freight was to be transported from Portland to Boston for $1 75 a ton, and passengers at $1 50 each, with a car demurrage of $1 50 a day upon each car of the Maine Central while remaining upon the Eastern road. Practically, under this contract, our cars (entitled to the same demurrage upon the Maine Central road) seldom passed beyond Portland; while the cars of the Central, by the usual course of business, seemed to find a very free and easy access to our road.

It was soon discovered that this, a supposed trifling matter, was fast becoming one of great moment, amounting to a tax of about seventy thousand dollars each year, to be paid by this road for car demurrage alone. Thus arose one of the first difficulties under this new railway consolidation. Negotiations were instituted to abrogate the demurrage clause in the contract; but they proved wholly abortive, and it became apparent that a matter involving so important an interest could not be settled by the ordinary means of mutual compromise and agreement; and yet it was evident that the continuance of the contract imposing this heavy burden was incompatible with the prosperity, and perhaps safety of our road. The relief that seemed most feasible was to get control of a majority of the stock of that road, and then by means of that control to amend the contract.

In 1872, therefore, steps were taken to that end; and, in February of 1872, about 7,619 shares were purchased at an average cost of about seventy dollars a share, amounting to $533,330—a number sufficient to give this corporation or its interests a control in the election of the Maine Central Directors in March, 1873. A contract to complete the purchase of a majority of shares was then made, by which the permanent control of that road was to be made effective to us; accordingly 3495 shares more were secured during the years 1873 and 1874, at prices steadily advancing; and in the former year 1160 shares were purchased at the par value of $116,000; making the whole number of shares then in our control 12,000; and costing about $925,000.

The car-demurrage, which had continued from 1870, was annulled in June, 1873, and a new and second contract substituted. This contract contemplated a union of the Maine Central, the Eastern, and the Portland, Saco and Portsmouth roads, practically into one body, and a division of the net profits in a stipulated ratio between them. It subsisted until 1874, when it gave place to a third contract—dated Jan. 1, 1875—which is now in force. A somewhat similar contract, but differing in important particulars, was made Dec. 28, 1874, between the Maine Central and the Boston and Maine road. The principal object of the third contract made between the Maine Central and the Eastern roads was to secure to the Eastern Railroad

Company the exclusive right of running its passenger cars over the Maine Central road. Under this contract, which contained the usual stipulation for demurrage of freight cars, it was early discovered by the present administration that demurrage was being paid to the amount of $2,000 per month. Attention was forthwith given to the matter; and the demurrage has since almost wholly ceased, promising a net saving to the corporation, in the usual courses of business, of about $24,000 yearly.

Meanwhile the efforts under the contract to secure the control of the Maine Central corporation by owning or controlling an actual majority of its shares were continued. Two thousand other shares having been employed statedly in consonance with the interests of this road, it remained necessary to secure only three thousand shares to effect the object in view; and these having been previously purchased, were paid for in 1875, making the whole actual purchase of control (namely, 15,274 shares) cost, including interest to September 30, 1874, $1,220,583 31.

Schuylkill Navigation Company.

The Schuylkill Navigation Company contemplates some important changes in the management of the Canal in this city. Mr. Edwin F. Smith will become the Resident Engineer of the Company, and Mr. James F. Smith will retain his position of Chief Engineer. Mr. Z. T. Galt, of this city, the present Chief Clerk and Paymaster of Canals, will be transferred to Schuylkill Haven, with his office at that place, and reside at Pottsville. Mr. Howard Royer, of this city, will be appointed Paymaster upon the removal of Mr. Galt to Pottsville, and occupy Mr. Galt's residence. Mr. G. A. Nicolls, of Philadelphia, takes the place of Mr. Charles W. Wharton, of Philadelphia. He will be the General Superintendent of the Company.—*Reading Times.*

☞ The directors of the Little Miami Railroad Co. elected on the 25th ult., are: H. J. Jewett, J. R. Swan, Wm. H. Clement, Henry Hanna, Edmund Dexter, Abraham Hirling, Charles P. Cassilly, L. B. Harrison, Joseph H. Rogers, Henry E. Spencer, A. D. Bullock and R. A. Holden. The Directors organized by the election of H. J. Jewett President, Henry Hanna Vice President, Chas. P. Cassilly Secretary, S. E. Wright Treasurer.

☞ At the annual meeting of the Lowell and Andover Railroad Co., held in Lowell, Mass., on the 9th inst., the following board of directors was elected: James C. Ayer, Gustavus V. Fox, Horace J. Adams, E. O. M. Sargent, George Ripley, Josiah Gates, Frederick Ayer, Jacob Nichols, Arthur P. Bonney and Benjamin Walker. Frederick Ayer was elected President, and Benjamin Walker Clerk and Treasurer. This road is leased by the Boston and Maine Railroad Company.

☞ The directors of the Boston, Clinton and Fitchburg Railroad Company, elected at the annual meeting of the stockholders held on the 8th inst., are: Lyman Nichols, Nathaniel Thayer, Harrison Bliss, Hale W. Page, Wm. J. Rotch, Solomon H. Howe, H. N. Bigelow, Nathaniel Thayer, Jr., George A. Torrey, Thomas Rice, Jonathan Holbrook, Francis B. Fay, Wm. D. Peck and Cyrus Gale.

☞ The General Superintendent of the Michigan Central railroad has issued a circular, dated the 1st inst., saying: "From this date no person will be admitted to the service of this company until he shall have secured a policy of insurance against accident and death in some responsible company."

Commerce of New York.

The foreign imports at New York for the month of January, 1875, are officially stated as follows:

	1875.	1876.
Entered for consumpt'n.	$11,530,339	$12,343,984
Do. for warehousing....	5,716,038	6,283,594
Free goods.....	7,438,591	10,730,484
Specie and bullion.....	146,282	398,197
Total entered at port...	$24,831,250	$29,756,259
Withdrawn fr. warch'use	7,778,404	5,989,607

The foreign imports at New York for seven months ending January 31, were:

	1875.	1876.
Entered for consumpt'n	$94,773,570	$79,106,546
Do. for warehousing...	45,437,383	40,444,685
Free goods.....	55,687,830	52,285,830
Specie and bullion.....	4,043,203	6,295,777
Total entered at port..	$199,941,986	$178,132,788
Withdrawn fr. warch'se	55,496,285	53,840,664

The duties received at New York for seven months ending January 31, were:

	1874-5.	1875-'6.
July	$9,654,569 42	$9,273,546 61
August	11,802,593 20	11,417,505 51
September	11,400,273 11	10,163,829 28
October.....	8,678,567 56	8,208,816 27
November	6 364,435 53	7,034,576 39
December.....	6,312,995 27	5,349,574 79
January.....	8,072,846 12	8,160,728 44
Total.....	$62,286,280 28	$59,608,077 29

The exports from New York to foreign ports in the month of January, were:

	1875.	1876.
Domestic produce.....	$18,559,948	$21,046,814
Foreign free goods.....	278,870	484,722
Do. dutiable.....	452,585	268,690
Specie and bullion.....	10,119,325	1,866,399
Total exports.....	$29,410,728	$23,666,625
Do. exclusive of specie.	19,291,403	21,800,226

The exports from New York to foreign ports for seven months ending January 31, were:

	1875.	1876.
Domestic produce.....	$154,596,071	$151,539,624
Foreign free goods.....	1,474,085	1,205,640
Do. dutiable	3,729,771	3,999,562
Specie and bullion.....	41,722,887	19,067,711
Total exports	$201,552,814	$175,812,537
Do. exclusive of specie.	159,799,927	156,744,826

☞ A movement is on foot to construct a railroad from Jerome Park station to Jerome Park race course. It is thought that the Harlem Railroad Company will run special steam trains on race days over the proposed branch road. On other days horse cars will be run over the branch for the accommodation of persons living in the neighborhood of Jerome Park.

☞ At a meeting of citizens of Rockbridge county, Va., on the 14th inst., resolutions were adopted in favor of building a railroad from Buchanan, the terminus of the James River and Kanawha canal, to Clifton Forge, on the Chesapeake and Ohio Railroad.

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The Coal Trade.

The Philadelphia *Ledger* of February 21st says: The trade for the week ending on the 12th inst., was moderate. The quantity sent from all the regions of which we have report is 138,075 tons, against 132,298 tons for the corresponding period of last year, showing a decrease of 5,785 tons. The total amount of anthracite sent for the year is 2,035,655 tons, against 1,495,600 for same period last year, an increase of 540,065 tons. The quantity of bituminous coal sent to market for the week was 48,252 tons, against 40,868 tons for corresponding week last year, an increase of 7,384 tons. The whole bituminous tonnage from the beginning of the coal year to the 12th inst., is 309,880 tons, against 255,222 tons in corresponding time last year, an increase of 44,658 tons. The total tonnage of all kinds of coal for the week is 186,327 tons, being an increase for the week of 13,169 tons, and the total tonnage for the coal year is 2,345,545 tons, against 1,750,822 tons to same date last year, being a total increase of 594,723 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last three days of January was 27,345 tons, 22,611 tons of which were coal and 4,734 tons coke. The total carried this year is 318,193 tons, of which 255,911 is coal and 62,782 coke. These figures embrace all the coal and coke carried over the road east and west. At Port Richmond for the week ending the 19th inst., there were receipts of 125 tons of coal and shipments of 4,500 tons, leaving 186,000 tons on hand. The receipts of coal at Perth Amboy for the week ending on the 12th instant were 397 tons; total received during the season, 97,274 tons; shipments for the week, 6,695 tons; total shipments for the season, 63,091 tons; leaving on hand 91,942 tons.

☞ Mr. Isaac D. Barton, General Superintendent of the Consolidated Long Island Railroads, has resigned, and will be succeeded by Mr. G. W. Snyder.

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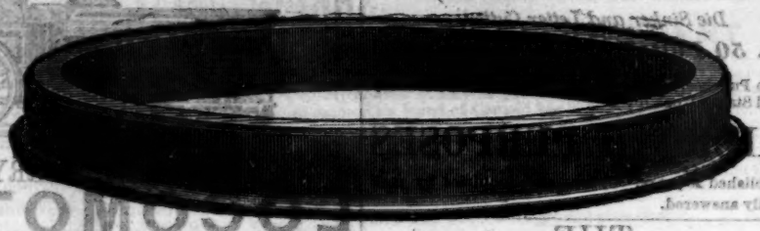

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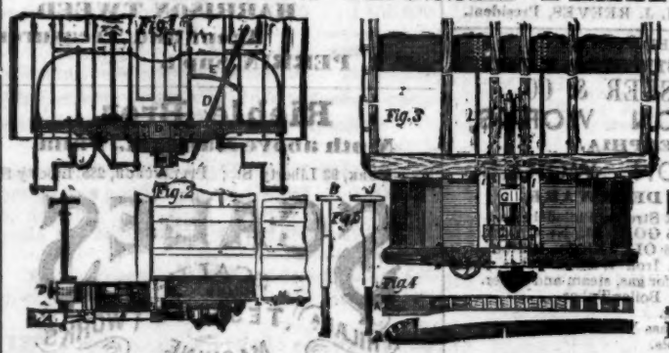

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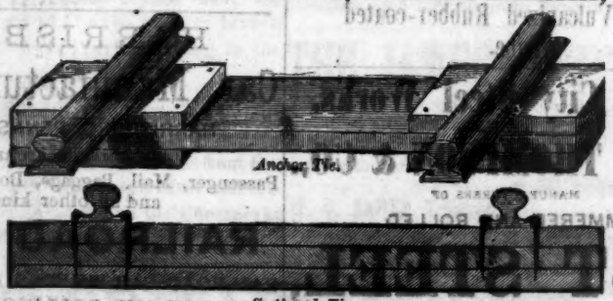

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